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The Naval Chronicle

James Stanier Clarke, Stephen Jones

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The Naval Chronicle.

VOL. VII

From January to July,

MDCCCII.

"All Ocean is my own, and every land
"To whom my ruling thunder ocean bears."

Thomsons Liberty.

LONDON.

Published by Bunney & Gold, Shoe Lane.

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TO

THE RIGHT HONOURABLE THE

COMMISSIONERS FOR EXECUTING THE OFFICE OF

LORD HIGH ADMIRAL

OF THE

UNITED KINGDOM,

THE SEVENTH VOLUME OF THE

Naval Chronicle,

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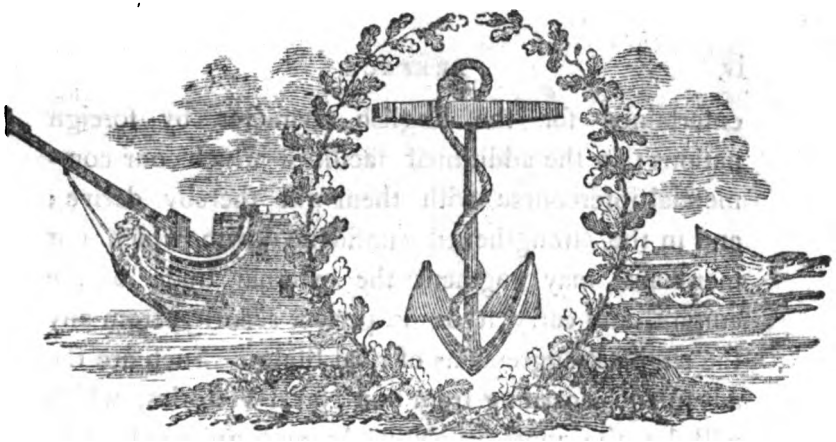

PREFACE

TO THE SEVENTH VOLUME.

THE period of which this volume treats, and the events which it records, though less brilliant and interesting than those that occupied our preceding volumes, are yet calculated to afford much rational entertainment. The long and splendid series of victories and achievements which the late war has added to the Naval Annals of England, must ever be matter of generous exultation to many of our readers, and a subject on which all of them will dwell with an enthusiastic delight. But the solid and permanent advantages resulting from those victories, have hitherto been lost in the blaze of glory, by which they have been surrounded, and which, while the war continued, was every month rendered more dazzling by new triumphs. The re-establishment of Peace will enable the nation justly to appreciate, by actually feeling, the lasting benefits which have been derived from the invincible bravery of our seamen. These benefits will be felt in the increased respect

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entertained for the English character by foreign nations; in the additional facilities which our commercial intercourse with them will thereby derive; and in the strengthened confidence with which our merchants may augment the external trade of the empire, and carry it on in perfect security, from any the slightest aggressions of rival States. Such are the advantages accruing from our Naval Victories, which will be the most immediately and universally felt. In regard to the particular relation which these bear to Marine Affairs, we shall occasionally enlarge in our subsequent volumes; so that our Work in time of Peace, may be a useful commentary on those interesting events of War which are recorded in it.

In this volume we have introduced some valuable original tracts, designed not only to give general information, respecting several important branches of Nautical Knowledge, but to direct the attention of young men entering the Navy to those objects of study which are best adapted to qualify them for the high stations they are destined to fill. Our Biographical Memoirs of those renowned Officers, who, in their days of glory maintained and enforced the Naval superiority of their Country, and whose manly and noble virtues, even more than their talents, rendered them the ornaments of their profession, will be peculiarly gratifying to these ingenuous youths; while the actions of those Officers, and the distinguished manner in which they were rewarded, will inspire them with a generous emulation. Our more experienced readers will be pleased at being reminded

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of the revered names of HAWKE, BOSCAWEN, and KEPPEL, and at being presented at one view, with faithful and uniform narratives of all the circumstances of their eventful lives.

In our Poetical Department will be found two or three original pieces of considerable merit, together with selections from the productions of celebrated poets, either directly applicable, or nearly appropriate to the object of our Work. Many of these will be perused with pleasure by the reader of taste.

THE other parts of the volume we have as usual endeavoured to render interesting to the Navy, by inserting a variety of curious and well authenticated articles of marine intelligence, which are not to be found in any other publication.

ON a review of the whole of the contents of the volume, which we now close, we are led to hope that it will meet with as favourable a reception, as those which have gone before it, and that our numerous correspondents, to whom we are already so largely indebted, may thereby be induced to continue their valuable contributions.

*** We request our Correspondents to transmit their communications to Messrs. BUNNEY and GOLD, No. 103, Shoe-Lane, Fleet-Street, London.

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PLATES IN VOLUME VII.

From Original Designs.

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A VIGNETTE TITLE, from a Design by Mr. THURSTON, representing BRITANNIA, seated on a Cannon, a *Trident* in her right Hand, pointing to a Fleet under sail in the distance. Engraved by Mr. ARMSTRONG.

PLATE

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HON. WILLIAM CORNWALL

Admiral of the Blue Squadr

Vice Admiral of England

Pub. by Bunney & Gold Shoe Lane Feb.1. 1802.

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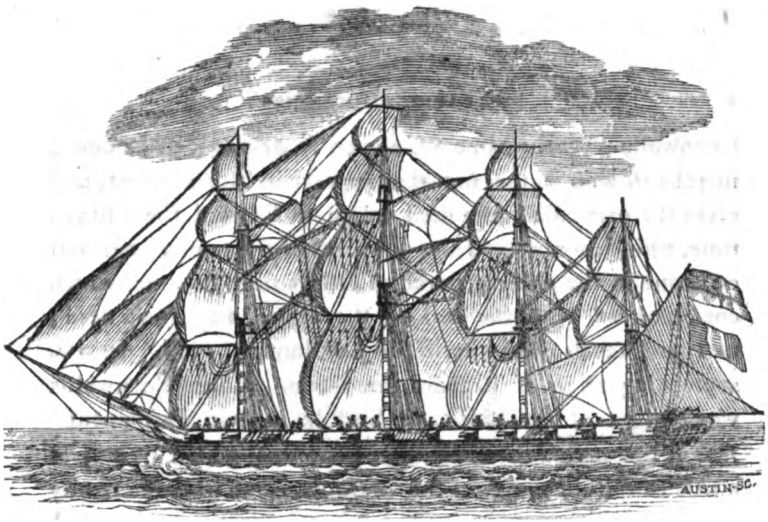

THE above Engraving is an accurate representation of L'Invention captured by the Immortalite, Captain Bothams, off Cape Ortegal, on the 27th of July, 1801; she belonged to Bourdeaux, carried twenty-four long six-pounders, two twelve-pounders, and 220 men. Independent of her being as fine a ship of her class as ever was seen for war, she is a great curiosity, being fitted with four masts, at nearly equal distances from each other; the first main-mast taken from forward is the largest, the fore-mast and the second main-mast are nearly of a height, and the mizen-mast is the shortest of the whole; she has four top-gallant-yards rigged aloft, is a great length, having thirteen ports on each side on a flush deck, and carries her guns very high from the water: she is a firm well equipped ship, and her outfit as a privateer must have been very expensive, as she is finished in a stile superior to ships of her description; she had been launched only three weeks, was on her first cruise, had been eight days at sea, and made no captures; she is within two feet of the length of the Immortalite.

BIOGRAPHICAL MEMOIRS OF
THE HON. WILLIAM CORNWALLIS,
ADMIRAL OF THE BLUE, AND REAR-ADMIRAL OF ENGLAND.

Justum ac tenacem propositi virum
Non civium ardor prava jubentium,
Non vultus instantis tyranni
Mente quatit solidâ; neque Auster
Dux inquieti turbidus Adriæ;
Nec fulminantis magna Jovis manus:
Si fractus illabatur orbis,
Impavidum ferient ruinæ. HORACE, lib. 3. III.

Thus the grim lion his retreat maintains,
Beset with watchful dogs and shouting swains,
Long stands the showering darts, and missile fires,
Then sourly slow the indignant beast retires.
So turn'd stern Ajax, by whole hosts repell'd,
While his swoln heart at every stroke rebell'd. POPE's Iliad.

THE noble family of Cornwallis are said to have come originally from Ireland, and it was a younger branch of the house which settled in this kingdom about the reign of Edward the Third.

William Harvey, Esq. Clarenceux, King of Arms, in his visitation of the county of Suffolk in 1561, mentions Thomas

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Cornwalleys (as the name was anciently written), of London, merchant, who is the first that appears in this account, and gives the particulars of a deed drawn in Edward the Third's time, which he saw, and also the arms of the family engraven on stone in the church porch of Otley, near Broome, which corresponded with the seal on the above mentioned deed; this gentleman was Sheriff of London in 1378. In the succeeding reign of Richard the Second, John Cornwallis was Knight of the Shire for Suffolk in two Parliaments. About this period the Lordship of Broome, which now gives a title to the eldest son of the Marquis, came into the family by a marriage.

They continued to prosper during the succeeding reigns, and in that of Henry the Seventh, we find William Cornwallis among those gentlemen of the country who were certified to have an estate sufficient to support the dignity of Knighthood; this was one of the various modes used by that monarch to draw money from his subjects, and on the creation of Henry Prince of Wales, many opulent and respectable gentlemen were knighted, it is supposed as much with a view of the profits arising to the Crown from the fees, as any particular mark of regard intended to the parties.

In the 5th of Henry the Eighth, we find this gentleman among the principal persons in the county of Suffolk that were nominated by act of Parliament to assess a subsidy granted for defraying the expence of the expedition to France, in which Tournay was taken.

William was succeeded by his son John Cornwallis, he distinguished himself greatly in the expedition commanded by Howard Earl of Surrey, the Lord High Admiral, who, after repulsing the French in an attack on our coast, scoured the Channel, and landed at Morlaix, which place was carried by assault; Mr. Cornwallis was very conspicuous in this assault, and was knighted as a reward for his gallantry on the occasion by Lord Surrey. Sir John was appointed Steward of the Household of Prince Edward.

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Thomas Cornwallis, his eldest son, was knighted at Westminster in 1548. He greatly distinguished himself by his exertions when the commotion in Norfolk, headed by Ket the Tanner, took place, bringing forces to the assistance of the Marquis of Northampton; at the attack of Norwich he bravely entered the town with Lord Sheffield, who was slain, and Sir Thomas being overpowered, was made prisoner, but shortly after relieved by the arrival of the King's troops. In the last year of King Edward's reign he was Sheriff of Norfolk and Suffolk, and with the forces he headed, was very instrumental to the advancement of Queen Mary to the throne; he was then at Framlington castle, in Suffolk; during the whole reign of Queen Mary he continued in great favour, was particularly active in suppressing Wyat's rebellion, and he served twice in Parliament, once for Gatton, and again for the county of Suffolk. In 1554, he was appointed member of the Privy Council, and in 1557, Comptroller of the Household.

He appears to have conducted himself with great integrity on all occasions, and when it was debated in Council to send the Princess Elizabeth out of England, with the intention of excluding her from the succession, Sir Thomas Cornwallis is supposed to have been the principal cause of dissuading the Queen from so unjust a design. On the accession of Queen Elizabeth, being a Catholic, he was left out of the Privy Council, and removed from his place of Comptroller of the Household; he then retired to his estate in Suffolk. His successor, William, embarked with the Earl of Essex in his expedition against the rebels in Ireland, and was knighted for his services in that kingdom. Charles Cornwallis, the second son, also highly distinguished himself during the reign of James the First, by whom he was knighted, and appointed Ambassador to the Court of Spain, where he resided several years with great reputation. In 1610, when the household of Henry Prince of Wales was established, Sir Charles Cornwallis was appointed Treasurer to his Royal Highness, this accomplished Prince died at an

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early age, much lamented by all ranks; there is an account of his life extant, written with great elegance by Sir Charles.

Thomas the next heir, who succeeded Sir William, dying unmarried, the estate devolved to his brother Frederic (first Lord); this gentleman in his youth, was introduced by his uncle Sir Charles into the service of Prince Henry, eldest son of James the First; after his death he was noticed by Charles the First, when Prince of Wales; was about his person, and attended him on the romantic journey which this Prince made into Spain. Shortly after the accession of Charles the First, he was created a Baronet, by letters patent, dated the 4th of May, 1627. He was returned member for the borough of Eye in the fifteenth year of Charles the First; he was also in Parliament in 1640, when discerning that the violent measures of the predominant party tended to the ruin of the kingdom, he opposed them warmly, and was thereon inserted in the list of those who were called Straffordians. He attached himself firmly to the royal cause, and was one of the members who assembled in Parliament at Oxford, 1643. Sir Frederic was concerned in most of the principal actions which took place during the civil wars, and distinguished for his gallantry on many occasions; when all the places of strength had surrendered to the Parliament's forces, and there were no hopes of restoring his Royal Master, his estates being sequestered, he followed the fortunes of King Charles the Second into exile, and accompanied him on his return; the day after the King's public entry into London, May 29, 1660, Sir Frederic was declared Treasurer of his Majesty's Household, and sworn member of his Privy Council. He was chosen member for Ipswich in the same year, on the death of Sir Nicholas Bacon.

On the 20th of April, 1661, three days previous to the coronation of Charles the Second, he was created a Baron, by the title of Lord Cornwallis, of Eye, in the county of Suffolk, "having," as the preamble to the patent sets forth, "from his youth, with great fidelity, served King Charles the First, in court and camp, for which he suffered the loss

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of his estate, imprisonment, and exile, and in testimony of the high esteem his Majesty had of his merits, he advanced him to the said degree and dignity."

The Hon. William Cornwallis, the subject of our present Memoir, is son of Charles, the fifth Lord, and first Earl, by a marriage with Elizabeth, eldest daughter of Lord Viscount Townsend, and was born in the year 1744; he embarked early in the perilous and honourable profession of which he is at present so distinguished an ornament, and may be said to have received his professional education in what is called the Old School, under the auspices of Boscawen and Saunders. The dazzling achievements of our naval heroes during the late war, have carried the glory of the British flag to an unexampled height, but we should not forget the brave men by whose instructions and example many of the commanders who have led our fleets to victory were formed; and whoever attentively considers the events that occurred at the capture of Cape Breton, and the siege of Quebec, must acknowledge, that there were difficulties to contend with, the surmounting of which would have added lustre to the names of the gallant chiefs who humbled the pride of Iberia, and conquered at Aboukir.

America was the first scene of his naval career, he went out, we believe, on board the Newark, in the fleet commanded by Admiral Boscawen; from this ship he removed to the Kingston, Captain Parry, and was on her quarter deck at the capture of Louisbourgh, in 1758. There have been few occasions on which the military prowess of our countrymen were more conspicuous than at this siege, in the course of which the gallant and lamented General Wolf distinguished himself so nobly. The fatigue and difficulties of the naval department were extreme, it will be recollected the landing of the army was performed in defiance of obstacles that were deemed by the French engineers to be insurmountable: a heavy surf on a rocky shore, lined with troops to oppose the debarkation. The night attack on two seventy-four gun ships that were moored in the inner har-

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bour, and protected by the fire from the batteries and town, will ever rank high on our naval records; this daring service was performed by the boats of the fleet, under the command of Captains Laforey and Balfour, who, after capturing them both, were compelled to burn the Prudent, which was aground, and the Bienfaisant was triumphantly towed out of the harbour, under a heavy fire both from the forts and the town of Louisbourg. Early impressions are acknowledged to have a great share in forming the human mind; and we doubt not but this animating scene contributed much to steel the native fortitude of our young seaman, and inspire him with the hope of emulating such glorious achievements. Shortly after the reduction of this important fortress the Kingston returned to Europe, and in March, 1759, Mr. Cornwallis was removed to the Dunkirk, Captain Digby, then on the Channel service; this ship was one of the fleet under the command of Sir Edward Hawke, which, after contending with much adverse weather, were at length fortunate enough to come up with the enemy; they had taken advantage of a gale which forced the British fleet into Torbay, to sail from Brest; the Commander in Chief immediately went in pursuit of them, and on the 17th of November received intelligence of their motions, and on the 20th got sight of Mons. Conflans, who was then chasing a squadron of fifty-gun ships and small vessels, that had been detached under the command of Captain Duff. The particulars of this glorious victory have been so recently recorded in our Chronicle, vol. vi. that we shall not dwell on them. Shortly after this period the Dunkirk was ordered to the Mediterranean, under the command of Admiral Sir Charles Saunders; in the month of November, 1760, we find her with the Shrewsbury, Preston, Somerset, and several frigates, blocking up a French fleet in the island of Candia. On the 27th of December, in the same year, Mr. Cornwallis was removed to the Neptune, on board which ship Admiral Saunders's flag was flying. On the 5th of April, 1761, Mr. Cornwallis, after passing the usual professional ordeal, was

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appointed Lieutenant into the Thunderer, commanded by Captain Proby. This Officer was one of those who accompanied Commodore, afterwards Lord, Anson, in his voyage round the world, and was concerned in all the various and eventful scenes that took place on the coast of South America, and in the course of that memorable circumnavigation. The Captain of the Thunderer was detached with the Modeste and Thetis under his command, in July 1761, to watch the motions of the Achilles and Bouffon, who were known to be in the harbour of Cadiz; standing in on the 14th, the French ships were missed, Captain Proby immediately disposed his force in the most likely manner to intercept the enemy, and on the afternoon of the 16th, got sight of them; after a chase until one o'clock on the morning of the 17th, the Thunderer came up with the Achilles, when a very sharp though short contest ensued, the action continued little more than half an hour before the French ship struck. This battle must, however, have been very hot while it lasted, as the loss on the English side was seventeen killed and 113 wounded, among whom were the Second and Third Lieutenants, and the Thunderer was much disabled in her masts and rigging. About the same time that Captain Proby commenced the engagement, the Thetis brought the Bouffon to action; in about half an hour, on the Modeste coming up, she struck. Lieutenant Cornwallis remained in the Thunderer until July, 1762, when he was promoted to the rank of Master and Commander, and appointed to the Wasp sloop; on the 14th of October he was removed to the Swift, in which ship he continued until April, 1765, when he was promoted to the rank of Post Captain, and appointed to command the Prince Edward, in which ship he remained until the month of May, 1766, when she was paid off.

The subject of our Memoir attained the rank of Post Captain at a time of life which encouraged him to look forward to the highest rank in his profession, with a degree of certainty, and he seems to have eagerly embraced every opportunity of acquiring the experience necessary to qualify

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himself for the important commands to which he aspired. At an age that might have excused a wish to enter into the gaieties and luxury of the capital, where peace seemed to invite him to repose, and enjoy the elegant society which his rank in life rendered familiar to him, he turned his thoughts on professional improvement alone, and after a short interval of relaxation again applied for employ, and hoisted his pendant on board the Guadaloupe in September, 1766. He continued employed, except at very short intervals, during the whole of the peace, commanding different ships on the West India station and in Europe.

In the year 1778, when the junction of France added strength and confidence to the revolted colonies, Captain Cornwallis commanded the Lion, of 64 guns, and was attached to the ill-fated squadron under the orders of Adm. Byron. In spite of the utmost exertions, this unfortunate Commander was always too late in his arrival to counteract the projects of the enemy. The fleet, which sailed from England in June in order to reinforce Lord Howe, and by taking the northern passage had every probability of reaching New York before the French squadron commanded by D'Estaing, was retarded by adverse gales of wind, and at length almost totally dispersed; some of the ships arrived singly at New York, six only under Admiral Parker were fortunate enough to keep together, and reached that port on the 29th of August; the Admiral, separated from his squadron, after having made good his passage to within thirty leagues of Sandy Hook, fell in with twelve ships of the French fleet, which being to leeward, and between him and the land, cut him off from New York, he bore up for Halifax, where, after refitting with the utmost expedition, he sailed for New York, and joined his fleet about the middle of September; the different ships had suffered so much in gales of wind, that it was the 18th of October before they were in readiness to proceed in search of Count D'Estaing, who was refitting in Boston.

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Soon after the fleet reached Boston Bay, on the 1st of November, a tremendous storm arose, forced the ships to sea, and so disabled them, that Admiral Byron was obliged to return to Rhode Island to refit; the gale that had shattered the English fleet was fair for D'Estaing, who profited by their absence to push out of Boston, and directed his course to the West Indies. Thus were the best intentions and exertions of Admiral Byron marred by the opposition of the elements; indeed that zealous and good Officer seemed never to have been a favourite of fortune; his first voyage was in the Wager, one of the squadron who went to the South Seas with Lord Anson; the ship was cast away on the coast of Chili, and, after suffering incredible hardships, Mr. Byron was among the surviving few that reached England.

The British fleet were detained at Rhode Island for some time after they were in readiness to sail, by contrary winds, or he would have arrived in the West Indies at the time D'Estaing was occupied in his ineffectual attack on the fleet and army besieging St. Lucia; the gallant resistance made by Admiral Barrington with six ships, against the whole of the French force on that occasion, will ever be remembered as one of the first of our naval achievements.

The arrival of Admiral Byron confined the French in Fort Royal Bay. During the winter both fleets were reinforced, the English by a squadron under Commodore Rowley, and the French by a division under Count De Grasse. The Count, however, did not choose to risk an action, although frequently tempted by squadrons sent off Martinique to cruise. At length the season arriving for the departure of the West India fleet of Merchant ships for England, the Admiral was under the necessity of going to St. Christopher's to collect them, and proceeding to windward of the islands, for the protection of the convoy.

The French immediately availed themselves of this opportunity, a small force sailed for St. Vincents, which fell without opposition, and the Count D'Estaing went to attack

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Grenada with the whole fleet, which, reinforced by the junction of Mons. La Motte Piquet, amounted to twenty-six ships of the line, and six large frigates: with this force, and 9000 troops, he appeared before Grenada on the 2d of July, and immediately landed the army; Lord Macartney, being deserted by most of the people of colour, was compelled to surrender the island on the 4th of July, after a gallant but ineffectual resistance.

A strong easterly wind and lee-current retarded Admiral Byron for some days in his attempts to weather Martinique, and it was only on his arrival at St. Lucia on the 1st that he was informed of the capture of St. Vincents, he immediately made arrangements for the recovery of that island, and sailed with the troops which had been embarked under General Grant, on the 3d of July. In the passage to St. Vincent he received information, that D'Estaing was gone to attack Grenada; but the various accounts all differed in the amount of the force they stated him to possess; none, however, made it amount to more than nineteen sail of the line, some even rated it so low as eight; the English fleet consisted of twenty-one sail of the line and a frigate. Adm. Byron, on approaching this island on the night of the 8th, prepared to attack the enemy's fleet next morning, and drew the transports from among the ships of war, leaving them protected by three line of battle ships, under the orders of Admiral Rowley, who was directed to join the fleet should occasion require.

At day-light in the morning the French were discovered off St. George's Bay, some at anchor and others getting under way, with little wind, apparently in great confusion, and not seeming to consist of more than fourteen or fifteen sail of the line; this corresponding with the intelligence the Admiral had received, the signal was made for a general chase, and the ships to engage and form as they came up. Admiral Rowley was at the same time directed to leave the transports. The action was soon commenced by Admiral Barrington in

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the Prince of Wales, the Boyne, Captain Sawyer, and Sultan, Captain Gardner; on these ships the enemy opened a fire when they came within distant gun-shot, which was not returned by the British, who gallantly reserved themselves until much nearer; about this time the French getting the breeze drew out their line from the cluster they were lying in, and bearing away and forming to leeward on the starboard tack, discovered the superiority of their force. Nothing deterred by their strength, every exertion was made by Admiral Byron to bring them to close action; but his utmost endeavours to that effect were unavailing, the enemy avoiding it by bearing up when they were neared by any of the British squadron, and closing when any of the advanced ships were singly liable to their attack. This they were enabled to do from having the superiority in sailing so much as to give them the option of their distance, and prevent the rear of the English fleet from ever getting into action; the ships that suffered most were those who began the action; the Monmouth, Captain Fanshaw, also, in a gallant attempt to stop the enemy's van, was considerably damaged, and lost many men; but the weight of the action fell on the Lion, Grafton, and Cornwall, Captains Cornwallis, Collingwood, and Edwards; these ships being during part of the action to leeward of the line, sustained the whole fire of the French fleet as it passed, and were greatly disabled; about this period of the battle it was that the Monmouth suffered so much in endeavouring to bring the French to close action by attacking their van ships. Seeing so many ships disabled and incapable of keeping up, Admiral Byron took in the signal for chase, and continued that for close action, and kept his wind to prevent the enemy's cutting off the transports. The Count d'Estaing tacked at three in the afternoon and stood to the southward, Admiral Byron immediately did the same, in order to prevent the enemy from cutting off the Grafton, Cornwall, and Lion, which were far astern, all of them exceedingly damaged in their masts and rigging, and the last ship nearly disabled and far to leeward. The enemy

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might, it is believed, have cut off the Grafton and Cornwall had they kept their wind, but they studiously avoided any thing that was likely to bring the fleets to a decisive engagement, edged away, and allowed these two ships to weather them, and join Admiral Byron. The French fleet were so much to windward of the Lion, that any attempt to weather them must have been ineffectual, and would only have exposed his gallant crew to certain destruction without hopes of success; in this situation Captain Cornwallis, left to his own resources, immediately decided on the only plan, which had the appearance of preventing his ship from falling into the enemy's hands; when the French fleet tacked to the southward, he bore away and run to the westward under all the sail the disabled situation of the Lion would permit; the event justified his judgment, the French Admiral did not choose to detach any ships in pursuit of him, he had received such a proof of British spirit as to be convinced that even in her disabled state one might not have been sufficient, and more he could not spare; the Lion, therefore, arrived safe at Jamaica, having twenty-one killed and thirty wounded, in this engagement.

Admiral Byron, after the close of day, lay to, repairing his damages, a short distance to windward of the French fleet, which he expected would have given him battle the next morning; he was, however, disappointed, Count D'Estaing, satisfied with the possession of Grenada, retired during the night into St. George's Bay. Notwithstanding his force was now so evidently superior to the British, several of whose ships were disabled, he did not think proper to risk a further contest, which might have brought on a general action; the few ships with whom he was closely engaged the preceding day, gave him proof of what he was to expect from the whole; and the affair at St. Lucia, where six British line of battle ships repulsed, in repeated attacks, the whole of his fleet, had probably left impressions on his mind not easily to be erased.

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The loss of men on board the French fleet was supposed to be very great, reports made it exceed 1000 men; on the side of the English, as has been observed, the loss fell chiefly on those ships which their superiority of sailing enabled the enemy almost to single out. That gallant Officer Admiral Barrington was wounded early in the day.

The Lion remained at Jamaica under Admiral Parker, Captain Cornwallis had not been long on this station when an opportunity occurred which enabled him to display his abilities and gallantry, in an action, which, for disparity of force between the squadrons engaged, was unexampled during that war. A squadron cruising off Monte Christi, under the command of Captain Cornwallis, on the 20th of April, 1780, discovered a convoy to windward, under the protection of Mons. La Motte Piquet, who immediately made a signal for the merchant ships to separate, and push into Cape Francois, which they effected. The English ships formed a line of battle ahead, and were chased by the French force. The following is a list of the two squadrons:—

French.		*English.*		
Hero,	74	Lion,	64	Capt. Cornwallis,
Hannibal,	74	Bristol,	50	—— Parker,
Vanquer,	64	Janus,	44	Lieut. Stevens, Captain Glover died the morning of the action.
Diadem,	74, and Amphitrite frigate.			

About five in the afternoon the enemy came within gunshot, and began the action by a distant cannonade, not choosing to come alongside; the firing continued during the whole night at intervals; Mons. La Motte Piquet had his option as to distance, the French ships outsailing the English, he did not, however, close, although it was evidently in his power.

The morning of the 21st was mostly calm, the Janus, being near the French Commodore, kept up so well directed a fire, that he was compelled to take the advantage of a light

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air of wind, and sheer off, with the loss of his mizen-mast and main-top gallant-mast. The Lion and Bristol having towed up with their boats, brought on a general firing, which lasted some hours. Both squadrons having repaired their damages, the French again made sail after our ships, but did not come to action the whole night; it was probably his intention to disable and divide the squadron, that he might afterwards crush them separately, it is otherwise unaccountable, why, with a force so superior, he did not come to a close engagement.

Soon after day-light on the 22d, three sail were discovered to leeward, which proved to be the Ruby, of 64 guns, accompanied by the Niger and Pomona frigates; although this accession of strength was very acceptable to Captain Cornwallis, it by no means put him on an equality with the French, the Janus being so totally disabled, that she was obliged to be taken in tow, and of course could have been of but little assistance; the French, therefore, had three ships of seventy-four, one of sixty-four, and a frigate, to oppose two of the latter force, one of fifty, and two frigates. Mons. La Motte Piquet renewed the action in the morning, but, on the arrival of this additional force, soon gave up the contest, and pushed for Cape Francois. During this unequal combat the French seem to have directed their attention principally to the rigging, as only twelve men were killed and wounded in Captain Cornwallis's squadron. To comment on the merits of the different Commanders in this brilliant affair, would be unnecessary, the perusal of the line of battle is the best praise.

Captain Glover, who was much respected and beloved in the service, unfortunately died on the morning of a day he had long wished to see; his place was nobly supplied by Lieutenant George Stevens *, First of the Janus, who commanded her during the whole of this arduous contest.

* This gallant Officer is now a Post Captain, and at present commands the Barfleur.

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Captain Parker, of the Bristol, distinguished himself greatly, and it will readily be allowed that the Commander of this small squadron, gave ample proof of what his country might expect, from the future exertion of his undaunted spirit and professional acquirements.

The Lion returned to Europe shortly after this memorable action, and in June 1781, Captain Cornwallis was appointed to command the Canada, of 74 guns, in which ship he again joined the fleet on the West Indian station, where he soon had an opportunity of reaping fresh laurels.

The operations of the fleet under the command of Sir Samuel Hood during the siege, and after the capture of St. Christophers, in March 1782, form an epoch in the proud annals of the British Navy; compelling an enemy of superior force to quit his anchorage, taking the same situation during action, and defeating the attempts made to force that position, was a lesson in naval tactics, that will ever be deservedly regarded with admiration; and our approbation is divided between the skill displayed in directing these masterly manœuvres, and the bravery and precision, with which they were executed: where all deserve applause, it is fortunate to be placed in a situation that affords an opportunity of being distinguished by peculiar exertions; such was the station of the Canada on the morning the English fleet stood into Basse Terre Road, and the gallant Commander of the British squadron, who never suffered merit to pass unnoticed, most handsomely acknowledged it in his public letter. Speaking of the attack made by Count de Grasse, Sir Samuel observes, that

"The enemy gave a preference to Commodore Affleck, but he kept up so noble a fire, and was so well supported by his seconds Captains Cornwallis and Lord Robert Manners, that the loss and damage sustained in those ships was very trifling, and they very much preserved the other ships in the rear."

The capture of St. Christophers having rendered the presence of the squadron no longer safe, as they were within the range of shells, and an enemy's fleet of nearly double

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their force within a few miles, Sir Samuel prepared to quit his anchorage, which he did in the same masterly manner that he gained it *. On the 19th the squadron anchored in St. John's Road, Antigua, and on the 22d sailed to join Sir George Rodney, at Barbadoes.

Early in the following month, when the fleet under Sir G. Rodney was at St. Lucia, the Count De Grasse having embarked an army of 5500 men, and a considerable train of artillery and battering cannon, endeavoured to elude the vigilance of the English cruisers off Martinique, and push for St. Domingo; he was, however, so narrowly watched, that the French fleet were discovered in the night of the 7th, and being immediately pursued and overtaken, the battle of the 9th, and victory of the 12th of April, were the consequences.

In recapitulating the actions of the gallant men whose memoirs form a principal part of these volumes, it is with difficulty we can avoid a repetition of the same subject, as it very frequently occurs that those whose lives we are writing have been principal actors in the glorious scenes already recorded; to avoid this we shall not detail the particulars of the memorable victory by which the safety of our West India possessions was insured, and an Admiral of France made prisoner, but only recount what relates to our present subject. On that important day the Canada was in the center division, and of course warmly engaged for some time before the alteration of the wind gave an opportunity to break the enemy's line. Captain Cornwallis after this continued in action, and bore up with that part of the French fleet who stood firm to their Admiral. As there are many who will peruse these memoirs that were eye-witnesses of that glorious scene, they will recollect, in the latter part of the day, when the smoke cleared up a little and there was a short interval of repose, before the ships of the rear division intercepted the Ville de Paris, what was the appearance of

* Vide Vol II. page 15,

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the Canada; she had been almost entirely unrigged in the action, her fore-top and main-top-sail ties were shot away, and the yards on the cap, with scarcely any canvas to spread but a fore-top-gallant-sail, which was sheeted home as well as the situation of the top-sail-yard would admit; she was going large, and, as if impelled by the spirit of her Commander, kept way with the French ships, engaging them as she went down, and hung on the quarter of the French Admiral shortly before he struck; having set what sail circumstances would permit, she went in pursuit of the flying enemy, and was among the ships whose fire gilded the horizon after the close of that glorious day. After refitting at Jamaica, Captain Cornwallis being ordered home with the convoy and prizes, was in that dreadful storm which proved fatal to the Ville de Paris, Centaur, and so great a part of the men of war and merchant ships; the Canada, however, weathered the gale better than any ship in the fleet, and arrived safe at Portsmouth, where she was paid off in October 1782.

In January 1783, Captain Cornwallis was appointed to the Ganges, and in March the same year to the Royal Charlotte yacht, which command he retained until October 1787. This may be said to be the only interval of repose he had enjoyed since his entrance into the service, a period of more than thirty years.

After commanding the Robust for a short time, in 1787, the subject of our memoir hoisted his broad pendant on board the Crown in October 1788, and was appointed Commander in Chief of the squadron in the East Indies.

No event of importance occurred until some time after the commencement of hostilities between Tippoo Saib and the Company, when the right of searching neutral vessels being resisted in a most unprecedented manner by a French frigate, produced an action, the particulars of which were as follows:

The Commodore having received information that ships under Imperial and French colours, were expected from Eu-

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rope with ammunition and military stores for the use of the Sultaun, proceeded to the Malabar coast, and, remaining generally at Tellicherry, dispatched his cruisers along as occasion required. Early in November the Resolu French frigate arrived in Malle Roads, a French port, and close to Tellicherry, and sailed on the 19th with two merchant ships under convoy; it is conjectured that this was meant as an experiment to discover whether Commodore Cornwallis would board the merchantmen under his protection; on seeing them in the offing, signals were made to the Phœnix and Perseverance to board them; the French ships were very near Mangalore (an enemy's port), before they came up with them. The Phœnix fired a gun to leeward unshotted, as a signal to speak with them, which the Resolu answered by one to windward; the signal was shortly after repeated by the English ship, and answered by the French, who shortened sail, as did the merchant ships, apparently with an intention of waiting for the Phœnix.

The French frigate shortly after made sail, and the Phœnix followed, making a signal for the Perseverance to attend to one of the merchant ships who was nearer to her. On coming near the Resolu, the French Captain desired to know what the Phœnix wanted, and was informed by Sir Richard Strachan that he had orders to examine the two merchant ships, and would send a boat on board to explain the reason. The cutter was then hoisted out, and a Lieutenant sent on board the Resolu, who soon after made a signal to the two ships; they immediately made sail, the Phœnix also made sail to intercept them, fired to bring them to, and hoisted a boat out; the merchant ships were on her larboard beam, and the Resolu on the other quarter, the latter fired two shot to windward with an intention to deter the boats from boarding, the Phœnix backing to prevent the merchant ships from escaping to leeward; the Resolu again fired at the boats, and Sir Richard wore to keep close to her; shortly after, she fired a broadside into the Phœnix and began the action; the

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Phœnix returned her second broadside, and soon silenced the Resolu, who made signals that she had struck*; the Phœnix had six men killed and eleven wounded, and the Resolu twenty-five killed and forty wounded. On examining the merchant ships they proved to be bound to Mangalore, but contained no contraband articles. The French Officers refusing to work the ship, saying, she had struck to the Phœnix, she was navigated to Tellicherry by English seamen, from whence Commodore Cornwallis ordered her to be conveyed to a French port, and there left. The right of searching neutral vessels, which has always been looked upon as intimately connected with our maritime welfare, was on this occasion exercised with as much conciliation and attention to forms, as it was opposed with violence and rashness, and afterwards acknowledged to be unjustifiable by the French Government. The Commander of the French squadron, Mons. St. Felix, shortly after arrived, and a correspondence took place between him and the Commodore, which seemed likely to be productive of serious consequences, as he threatened resistance if any vessels under his protection were attempted to be stopped; his letters were answered with temper and firmness, for the Commodore was not a man likely to be deterred from doing his duty by threats. There was, however, no trial made on the part of the French, although the Cybele and Resolu got under weigh and went to sea, they were attended by the Phœnix and Minerva, who cruised with them several days, and brought to vessels under French colours without interruption from them, Mons. St. Felix dispatched the Resolu on other service, and the Phœnix was also then sent away; the remaining French and English frigate cruised together some days longer without any thing of importance occurring.

During his command in India the Commodore is said to have paid great attention to an object of considerable importance, the œconomy of the public expences in the naval department. This had at some former periods amounted to enormous sums, which were scattered with great profu-

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sion. We do not pretend to vouch for the fact, but it is said, that Commodore Cornwallis kept his whole squadron for nearly the same sum which it had formerly cost to maintain a single ship; he has been accused of extreme parsimony in the allowance of stores to the different ships; they probably did not look so gay as a Spithead fleet, and perhaps the œconomical system might have been carried to excess: however it was an error on the right side, and will enable the Admiralty to judge of what can be done, and be a check on any who might be inclined to renew the former scenes of prodigality.

In November 1791, Commodore Cornwallis shifted his pendant to the Minerva, and shortly afterwards returned to Europe; he retained the command of this ship long after her arrival in England, and on the 1st of February, 1793, was promoted to the rank of Rear-Admiral of the White.

In May 1794, Admiral Cornwallis hoisted his flag on board the Excellent, and on the promotion in July the same year was advanced to the rank of Vice of the Blue; his flag was shifted to the Cæsar in August, and in December it was flying on board the Royal Sovereign. There were few Officers to whom the country looked with greater confidence than Admiral Cornwallis, or from whose known gallantry and great experience higher expectations were formed, when occasion should call forth his abilities. Hitherto, although actively employed several years on the Channel station, no event had occurred in the course of his service of importance enough to attract the public attention; fortune at length gave him an opportunity of justifying the opinion the world had formed of him, and adding greatly to the naval glory of his country.

In the month of June 1795, Admiral Cornwallis commanded a detached squadron; cruising in the Bay of Biscay, on the 7th he fell in with and chased three French line of battle ships and six frigates, the enemy being between the English and the land; the wind unfortunately carried them into Belleisle Road, where several large ships were at anchor,

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before the squadron could come up with them, although they were so near that the Phaeton exchanged some shot with the line of battle ships. The Admiral followed as far as was prudent, and then hauled his wind; in standing off they fell in with a convoy under the protection of three frigates, who pushed round the south end of Belleisle, eight of the convoy were taken, but the frigates saved themselves by running in shore among the shoals; the prizes were part of a convoy from Bourdeaux, laden with wine and naval stores, under the protection of three line of battle ships and eight frigates.

On the 16th, in the morning, standing in with the land, near the Penmarks, the Phaeton was sent ahead to look out, the Admiral standing after her with the rest of the squadron. At ten a signal was made by the advanced frigate for a fleet ahead, and afterwards that they were of superior force, upon which the signal was made to haul the wind on the starboard tack; at this period the hulls of the strange sails were not visible, they were to leeward on a wind, and thirty were counted from the Royal Sovereign; the Admiral continued to stand on the starboard tack, keeping the squadron collected. On ascertaining the enemy's force, by signal from Captain Stopford, it was found to be as follows :—

Thirteen sail of the line, *Fourteen* frigates, *Two* brigs, and a cutter. To oppose which, the British squadron consisted of the

Royal Sovereign, - -	100	Admiral Cornwallis, Captain Whitby,
Triumph, - -	74	Sir Erasmus Gower,
Mars, - - -	74	Sir Charles Cotton,
Brunswick, - -	74	Lord C. Fitzgerald,
Bellerophon, -	74	Lord Cranston,
Pallas and Phaeton frigates,		Curzon and Stopford.

In all *Six* ships to cope with *Thirty*. They might say with our immortal Bard,

"God's arm strike with us! 'tis a fearful odds."

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In the afternoon near one-half the enemy's force tacked and stood in shore; the wind fell very much, and coming round to the northward, brought these ships to windward of our force, the other ships at the same time laying up for them. They were discovered in the morning before daylight on both quarters of the English squadron.

About nine in the morning the enemy's frigates, one excepted, were all ranged abreast of, and to windward of the squadron, the attack was about this time began by one of the front line of battle ships on the Mars. The dispositions of the British force appear to have been thus: the Brunswick and Bellerophon, who were heavy sailing ships, and obliged to carry all their canvas, ahead of the Admiral, the Mars and Triumph being the rear ships,

Slowly they mov'd, and wedged in firm array,
The close compacted squadron won their way.

One of the enemy's frigates ranged up on the Mars' larboard quarter, then yawed and fired her broadside, which she frequently repeated; this was the only ship of that class which came down or attempted any thing during the day.

The line of battle ships came up in succession, and a teazing fire was kept up by them, with intervals, during the whole day, which the English ships returned from their stern chases; the Admiral proportioning his sail to the slowest of the squadron, and edging away to support them when it was requisite.

Towards the evening they appeared to have an intention of making a more serious attempt upon the Mars, which ship had fallen a little to leeward. The Admiral did not suffer her, however, to sustain the attack unaided, but immediately bore up to her assistance, on which the enemy drew back.

On Ajax thus a weight of Trojans hung,
The strokes redoubled on his buckler rung,
Confiding now in bulky strength he stands,
Now turns, and backwards bears their yielding bands;
Now stiff recedes and hardly seems to fly,
And threats his followers with retorted eye.

POPE'S ILIAD.

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This was their last effort, if, as Admiral Cornwallis observes, any thing they had done deserved that appellation; they appeared to be drawing off, and before sunset the enemy's fleet had tacked and were standing from the British. No words can do more justice to the conduct of the fleet in general, than those of the Commander in his public letter. Admiral Cornwallis observes, that

"The Mars and Triumph being the sternmost ships, were of course more exposed to the enemy's fire, and I cannot too much commend the spirited conduct of Sir Charles Cotton, and Sir Erasmus Gower, the Captains of those ships. Lord Charles Fitzgerald also in the Brunswick kept up a very good fire from the after guns, but that ship was the whole time obliged to carry every sail. The Bellerophon being nearly under the same circumstances, I was glad to keep in some measure as a reserve, having reason at first to suppose there would be full occasion for the utmost exertion of us all, and being rather ahead of me was not able to fire much. I considered that ship as a treasure in store, having heard of her former achievements, and observing the spirit manifested by all on board when she past me, joined to the activity and zeal showed by Lord Cranston during the whole cruise. I am also much indebted to Captain Whitby for his activity and unremitted diligence on board the Royal Sovereign. The frigates showed the greatest attention and alertness; I kept the Pallas near me to repeat signals, which Captain Curzon performed much to my satisfaction. Indeed I shall ever feel the impression which the good conduct of the Captains, Officers, seamen, marines, and soldiers in the squadron has made on my mind; and it was the greatest pleasure I ever received to see the spirit manifested in the men, who, instead of being cast down at seeing thirty sail of the enemy's ships attacking our little squadron, were in the highest spirits imaginable.

"I do not mean the Royal Sovereign alone, the same spirit was shewn in all the ships as they came near me; and although (circumstanced as we were) we had no great reason to complain of the conduct of the enemy, yet our men could not help repeatedly expressing their contempt of them. Could common prudence have allowed me to let loose their valour, I hardly know what might not have been accomplished by such men.

"Little damage was sustained by the squadron in general. The Mars had twelve wounded, none killed, her masts and sails much cut; the Triumph shifted some of her sails, but the damage she received is

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so trifling, at least in her Captain's eye, that Sir Erasmus Gower has not thought it worth reporting; indeed the cool and firm conduct of that ship was such, that it appeared to me the enemy's ships dared not to come near her."

We have no hesitation in pronouncing (and think our opinion will be seconded by those who are best able to appreciate naval merit), that such a retreat as the one we have just described, reflects as much honour on the abilities of the man who conducted it, as would the achievement of the most splendid victory. The retreat of the TEN THOUSAND has been more admired by judges of military merit than all the victories of Alexander.

Perhaps there never was a comparison more flattering to the naval prowess of our countrymen than the conduct exhibited by the different squadrons of the two nations from the 7th of June to the 17th; on the former day, Admiral Cornwallis fell in with three sail of the enemy's line and six frigates, they immediately fled in confusion to the cover of their batteries. On the latter day, when the English had to contend with more than treble their force, their retreat was so well conducted, and their squadron presented so imposing an aspect, that the enemy kept baying at a distance without daring to bring them to close action, although evidently in their power; sometimes they ventured to approach, but finding (if we dare take a liberty with Milton),

> How quick they turn'd; and retiring, behind them shot
> Sharp sleet of iron shower;

speedily bore up, and at length withdrew ingloriously, yielding the palm to a force so greatly inferior.

Nor should the gallantry of our noble tars pass without a comment; inspired with confidence by the steady conduct of their Officers, they repeatedly encouraged each other during the whole of the day by animating cheers, which, we doubt not, had its due effect on the enemy.

We have heard it asserted, that at one period of this glorious day the Phaeton, being at a distance from the fleet,

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let fly her top-gallant-sheets (the signal for discovering a fleet), which is said to have given, if possible, additional spirits to the seamen. Allowing this to have been a preconcerted manœuvre, it reflects great credit on the head that planned it; no conjectural circumstances, however, can add lustre to the fame Admiral Cornwallis acquired by this unparralleled achievement.

A promotion taking place in this month, the subject of our Memoir became Vice-Admiral of the Blue, and in the year 1796, was appointed to command on the West India station; in this year he was also appointed by his Majesty to the rank of Rear-Admiral of Great Britain.

During the Royal Sovereign's passage to the West Indies a gale of wind so disabled her, that the Admiral thought it necessary to return to England; the Lords of the Admiralty, doubting of the propriety of this measure, made it the subject of a Court Martial. Admiral Cornwallis was honourably acquitted, and shortly after, at his own request, struck his flag. This misunderstanding is the more to be regretted, as it deprived the country of the service of so valuable an Officer when much wanted. On the 14th of February 1799, he was promoted to the rank of Admiral of the Blue; and when the distinguished Nobleman, who now presides at the Admiralty, was appointed to that important station, Admiral Cornwallis succeeded him in the command of the Channel Fleet, and hoisted his flag on board the Ville de Paris, in February 1801.

The enemy kept so close in Brest harbour during the latter part of the war, that a Commander destined to watch their motions could only exert his vigilance; however, should any future occasion demand his services, high as the reputation of the British flag has been raised of late years, it will not have its lustre diminished while led by a Cornwallis.

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REMARKS ON FELLING SHIP-TIMBER.

MR. EDITOR,

THE insertion of the following Remarks on the different MODES OF FELLING TIMBER FOR THE USE OF THE NAVY, will oblige

AN OLD CORRESPONDENT.

IT is an acknowledged fact, that timber felled in winter is infinitely more durable than if cut down in spring, when the sap is flowing; in the Philosophical Transactions, No. 192, published in 1691, we have a very able dissertation on this subject, it is called, "A Discourse concerning the most seasonable Time of felling Timber; written by the Advice of the Hon. Samuel Pepys, Esq. Secretary of the Admiralty, and presented to his late Majesty by Robert Plot, LL.D. and R. S. Socii." The following extracts will show the principal arguments of that celebrated naturalist. The Doctor first observes, that in Staffordshire they barked the tree in the spring, while the trees were yet standing, and left them living all the summer, and not felled until the following winter, when the sap is fully retired. Whereas in the south of England they were felled in the spring, as soon as the sap is found to be fully up, and then barked after the trees are prostrate, the sap yet remaining in the bodies of them. He observes, that "All trees in the spring season and some time after are pregnant, and spend themselves in the production of leaves and fruits, and so become weaker than at other times of the year, their cavities and pores being then turgid with juices or sap; which, the tree being felled at that time, still remain in the pores, having now no manner of means of return, and then putrefy, not only leaving the tree full of cavities, which render the timber weak; but secondly, breeding a worm (as both Pliny and M'Evelyn can testify), that will in time so exceedingly prejudice it, that it becomes unfit for strong incumbencies, or robust uses. Thirdly, that timber felled at this time of the year, is not only subject to rift or gape, but will shrink so considerably, that a piece of such timber of a foot square, will usually shrink in breadth three-quarters of an inch.

"M'Evelyn, in his Sylva, says, if you fell not oaks till the sap is in repose, as it is commonly about November and December, the very saplings thus cut, will continue without decay as long as the heart of the tree.

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"The ancients," the Doctor observes, "strongly recommend this practice; Vitruvius says, *Quæ æris hyberni vis comprimit et consolidat arbores*; because the winter air doth close the pores, the sap being now retired, and so consequently consolidates all trees; especially, says he, if before the descent of the sap a kerf be run round the tree, through the sappy part to the medula or heart, so that the sap or superfluous juices may run forth while the tree is standing and yet living, by which means the oak, as he and Pliny both express it, will acquire a sort of eternity in its duration; and much more will it be so if it be barked in the spring and left standing naked all the summer, exposed to the sun and wind, as is usual in Staffordshire and the adjacent counties; whereby they find, by long experience, the trunks of their trees so dried and hardened, that the sappy part in a manner becomes as firm and durable as the heart itself." He enlarges considerably on the preference to be given to oaks growing in parks, hedge-rows, or open places, exposed to the sun and wind, over those which are found in woods and copses; and has many quotations on this subject, proving the ancient writers, from Homer to Vitruvius, were decidedly of his way of thinking; further observing, that if individuals are thus careful in the provision of timber for private uses, "much rather should it be done then in so public a concern as the building of ships, where tough and solid timber is much more necessary than in ordinary buildings. Nor can I yet meet with any material objections, why this practice may not be used here in the south of England, as well as in Staffordshire."

"There is indeed an act of Jac. I. whereby your Majesty's subjects are forbid the felling of timber, in consideration of the tan, at any other time but between the 1st of April and the last of June, when the sap is up, and the bark will run; made on supposition, I guess, that should they have admitted felling of timber at another season, the tanners might have wanted a supply of bark. To which I answer, that the Legislators that pressed the making of that act, were ignorant that the bark might be taken off in the spring, and the tree live and flourish till the winter following, as I have seen in Staffordshire. This act excepts timber to be used in building of ships, which may be felled in winter, as I am told all the ancient timber now remaining in the Royal Sovereign was, it being still so hard, that it is no easy matter to drive a nail into it.

"Tis true, indeed, that the barking or peeling the trees standing, is somewhat more troublesome, and therefore more chargeable than

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when they are prostrate; and that it is likely, people, therefore, have usually felled their timber, as well for shipping as other uses, in the spring of the year, for the sake of the more easy and cheap barking it only, than any thing else; it is true also, that timber is harder to fell in winter, it being so compact and firm, that the axe will not make so great a riddance, as it does in the spring, which will also increase the price of its felling some small matter, and so of the sawing afterwards. But how inconsiderable these things are in comparison of the great good your Majesty will reap by this manner of felling, I need not acquaint your Majesty, it being self evident."

The Doctor concludes by recommending, that his Majesty do order the Officers assigned for that purpose, to buy all their timber under such conditions as to be felled in winter, enjoining the proprietor to take off the bark in the spring in due time, making him some allowance for the trouble he will have in peeling it standing.

We believe, although the utility of the practice above recommended will be universally admitted, it is seldom followed in felling timber at present; there are some reasons which did not exist at the time the above paper was written, such as the high price of labour, and the increased value of bark: this renders it an object to the proprietor to take it off, even to the extremity of the branches, which can not be done when the tree is standing. It remains to be decided, whether the additional value the timber acquires by being cut down in winter, would not, even now, compensate for any allowance made to the proprietor. It may also be said, that in the King's yards the sap is always cut away, and that the inspector prevents it being used in the ships built by contract; we believe the latter are not always so narrowly inspected as they might be, and even admitting the sap is always rejected, surely, if by following the above mentioned process, it could be rendered equally durable with the rest of the tree, and such a waste of timber thereby avoided, it would be a most important saving, considering the present scarcity of that invaluable article.

The plan recommended by Dr. Plott of cutting through the sap, has been adopted by way of experiment (as we are credibly informed), in the county of Sussex; time enough has not elapsed since it was tried to decide on its merits, but there is every reason to conclude that the timber so prepared will endure longer than that felled in the usual manner; at all events the experiment might easily be made on a small scale; the name of the Honourable Secretary, by whose advice the Treatise was written, seems to sanction the trial, and should it answer, the advantage would be incalculable.

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Owen Del.
Medland Sculp.

DESCRIPTION OF PLATE LXXXI.

THE Town of Dunkirk, of which a View from the Road is annexed, having from its situation been long considered as a place of great importance, an account of its origin may be acceptable to our readers.

IT was first drawn from its original obscurity of a fishing hamlet by Baldwin Earl of Flanders, who enlarged the place, and surrounded it with a kind of wall, about the year 960.

Its strength was considerably augmented by Robert of Flanders in 1022, who built a castle for its defence, which was shortly afterwards destroyed by the Flemish revolters. Robert of Bar also fortified it, and some of the walls erected by him are said still to be visible on the side next the harbour.

In the reign of the Emperor Charles the Fifth, of whose extensive dominions it formed a part, an additional castle was erected to defend the harbour.

In 1558, we find it was taken by storm, and almost destroyed by the French under the command of Marshal de Thermes. It was retaken again by the Spaniards shortly after; they recovered it by surprise, and put all the French to the sword. During the reign of Philip the Second of Spain, Dunkirk flourished exceedingly; a considerable portion of the commerce, which was diverted from other parts of Flanders by the war, falling into the hands of the Dunkirkers, they rebuilt their town with great splendour.

It was at this period considerably enriched by privateers, which were fitted out against the Dutch, the accession of wealth acquired during the war enabled the inhabitants to fortify the town and harbour with additional works; and in 1634, a canal was began in conjunction with the inhabitants of Bruges, which when finished, opened a communication between these towns.

The increasing commerce of Dunkirk inviting many foreigners to settle there, the town was considerably enlarged, and the fortifications consequently extended.

In 1646, it was taken by the Prince of Conde, and captured by the Archduke Leopold, then Governor of the Netherlands, in 1652.

During the Spanish war under the Protectorate of Cromwell, the Dunkirkers fitting out many privateers to annoy the trade of England and France, then in alliance; it was agreed that the town should be

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attacked by the forces of the two nations, and also stipulated that when taken it was to be delivered into the hands of the English; after a memorable action, called from the place where it was fought, the battle of the Duns, or Down, in which Cromwell's forces gained great reputation, the place was captured. It is said, that the French endeavoured to evade the treaty, but that the spirit and firmness of Cromwell prevailed, and the place was put into his possession. It was considered of great importance to England even at that time, as the Dunkirk privateers are asserted to have captured during the war 250 sail of vessels.

The fortifications were immediately improved and a citadel built. It did not long remain in our hands, for shortly after the Restoration, in 1662, it was sold to France for 500,000l.; no event during the dissolute reign of Charles the Second, left such a stain on his memory as this scandalous transaction.

Louis the Fourteenth, having made so valuable an acquisition, determined to make it a place of greater consequence than ever; he employed the celebrated engineer Mons. Vauban to enlarge and strengthen it; under his directions it gradually became one of the most impregnable fortifications in Europe.

An arsenal was constructed capable of containing stores sufficient for the outfit of a large fleet of men of war. The entrance of the harbour was improved, and piers run out to a considerable distance; cannons were mounted on them for the protection of vessels in the road, and the famous fort called the Risbank was also erected on one side, and Fort Galliard on the other.

It was the year 1683, before these works were completed, and the bason was not finished until 1685; this was faced with masonry; the principal sluice was forty-five wide, and a depth of water was always kept in the bason capable of floating a large frigate.

The French were continually augmenting the fortifications of this important place, in 1701 an additional fort was erected toward the sea, called Fort Blanc.

During the war which preceded the treaty of Utrecht, it was calculated that the value of prizes taken from the English by the privateers fitted out there, was near a million and a half sterling.

By the treaty of Utrecht, it was stipulated that the fortifications of the town and port of Dunkirk should be demolished, and the harbour filled up, so as to be rendered intirely useless.

Two English Officers, Colonels Clayton and Armstrong, were deputed to see the treaty executed, so far as related to the works and port of Dunkirk. Under the inspection of these gentlemen the

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fortifications were intirely destroyed, the harbour and bason filled up, the piers levelled with the strand, and the forts which protected them demolisshed; a large dam or bar was also built across the harbour to cut off the communication between the town, and when the bason had been destroyed, even the stones of which the sluices and bason were formed, are said to have been broken in pieces.

Immediately after the commissioners quitted it, Louis the Fourteenth employed 90,000 men to work upon a new canal, called the Mardick, which they finished in a short time, and rendered the harbour almost as good as ever; this was also rendered unserviceable in 1717.

In the year 1720, during a great storm, the sea destroyed the bar, and by this, in a considerable degree, contributed to restore the harbour.

In 1740, Louis the Fifteenth, previous to his joining the arms of Spain against Great Britain, improving the advantage created by the storm of 1720, repaired the harbour, built jetties, and erected new forts in the place of those which had been destroyed. By the peace of Aix la Chapelle, it was stipulated that all the works next the sea should be destroyed; however during the peace they were in a great measure restored, and their destruction again became an article in the treaty of Paris, 1763. The fortifications on the land side, were, however, augmented, and the place was suffered to become as strong as ever; nor does it appear that the demolition of the harbour was rigidly enforced, as early in the American war privateers of considerable force were fitted out there.

At the conclusion of the American war no further stipulations were made relative to this place, and the French Government, before the Revolution, paid considerable attention to its commerce and welfare; an attempt was made to establish a competition in the Greenland fishery, and people were invited from North America for this purpose, who received great encouragement, but from various causes the scheme totally failed.

During the late contest the army under the command of the Duke of York, failed in an attempt on this place, owing, it is said, to the battering train, which was expected by sea, not arriving in due time.

Towards the latter part of the war the Dunkirkers being particularly active in fitting out vessels of war, it became an object of Government to watch the port closely, and was the scene of several affairs highly honourable to the prowess of the British Navy.

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ADDRESS TO EARL ST. VINCENT.

THE following amongst many other Addresses, was presented to the Noble Earl ST. VINCENT, after the victory he obtained over the Spanish Fleet.

To Sir JOHN JERVIS, Knight of the Most Honourable Order of the Bath, Admiral of the Blue, and Commander in Chief of all his Majesty's ships in the Mediterranean, and on this Station, &c. &c.

SIR,

WE, his Majesty's most dutiful and loyal subjects, the Factory of Lisbon, beg leave to congratulate you on the late glorious and important Victory obtained by the squadron of his Majesty's ships under your command over the fleet of Spain, on the 14th day of February last, off Cape St. Vincents.

When we consider the very great superiority of the enemy's force, and the number of their ships captured, we are at a loss which most to admire, the energy of the mind that could form the plan, or the professional knowledge that could direct the execution of so bold and successful an attack.

Fully sensible of the very important service done to your country in general, and to the safety of our navigation and commerce in particular, We beg, Sir, that you will condescend to accept of our most unfeigned thanks on this occasion, and that you will direct the same to be conveyed to the Admirals, Captains, Officers, seamen, and marines, for the zeal, intrepidity, and skill exerted throughout the squadron on that memorable day.

The particular attention that you have constantly shown to our trade since your appointment to this station, demands our warmest acknowledgments, and with them our sincerest wishes for your future success and happiness. By order of the Factory.

WILLIAM BROWN, *Treasurer and Chairman.*

LORD NELSON.

AN old veteran, upon reading the failure of the attack at Boulogne, signed Nelson *and* Bronte, thus addressed his messmate :—

" I say Ben, do you know who this Bronte is, that Nelson has got hold on?" " No," replied the other, " I don't ; all I can say is, that I think he is a d——d fool, begging his pardon, *for taking a Partner,* for depend upon it nobody will ever do so well as Nelson himself; you see this last business, tho' I dare say every thing was done that could be done without him—had he gone in, the boats, the chains, and all would have come out along with him!" Joined by a third, it was long debated who Bronte could be, at last determined that he might be a *Soldier Officer!* who was to assist in any descent upon the enemy's coast ; but nothing could exonerate the Hero of the Nile (in the opinion of these honest fellows), for taking a *Partner.*

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ILLUSTRATIONS OF NAVAL HISTORY.

THE aforesaid regulations respecting the Navy (see vol. vi. page 461) continued in force, notwithstanding the great increase of business in the naval department, until very lately. In the year 1786, in consequence of the Ex-Treasurers of the Navy being considerably in arrears, an order was issued by his Majesty in Council, the object of which was to bring up the arrears of the Ex-Treasurers, and prevent such arrears in the accounts from taking place in future; on this ground a branch was established in the office, under the name of the Accountant's Branch; in consequence of which, at a very moderate annual expence, a perfect regularity and promptitude in accounting is established, and large contingent sums, accustomed to be paid by the public on the completion of each account, are now rendered unnecessary. In the year 1795, in compliance with an act of Parliament, a new pay branch for seamens' tickets, was created.

In the year 1792, the Lords Commissioners of the Admiralty received an order from the Lords of the Committee of his Majesty's Most Honourable Privy Council, referring to them the report of the Commissioners appointed by an act passed in the 25th year of his Majesty's reign, entitled "An Act for appointing Commissioners to inquire into the Fees, Gratuities, Perquisites, and emoluments, which are or have been lately received in the several Public Offices therein mentioned; to examine into any abuses which may exist in the same; and to report such Observations as shall occur to them, for the better conducting and managing the Business transacted in the said Offices; *viz.*

Upon the Office of the Lords Commissioners of the Admiralty,
the Office of the Treasurer of the Navy,
the Office of the Commissioners of the Navy,
the Dock-yards,
the Office for the Care of Sick and Wounded Seamen,
the Victualling Office,

And upon the Naval and Victualling Department established at foreign and distant Ports."

In order that they should consider of the regulations proposed, and all matters contained therein, and report what part of the proposed regulations they approved as fit to be adopted and carried into execution; and if there were any part of the proposed regulations to which they objected, to state such objection, and the grounds thereof; respecting the office of the Lords Commissioners of the Admiralty,

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their Lordships conceived the establishment proposed by the Commissioners to be inadequate to the duties of that important and extensive department; and that the salaries proposed to be allowed to the secretaries and their clerks, were by no means sufficient to compensate them for their constant and laborious services.

The various duties committed to their Lordships did not admit of their entering into a consideration of the extensive reports on the dock-yards and other departments referred to them; that of Treasurer of the Navy was regulated, as before observed, by an order of Council, in 1786.

Respecting that of the office of the Commissioners of the Navy, their Lordships proposed the following regulations, which, though differing somewhat from those proposed by the Commissioners, were, by an order of his Majesty in Council, dated July 8th, 1796, ordered to be established.

That the Board be divided into the following Committees, *viz.*

A Committee of Correspondence.

A Committee of Accounts, and a Committee of Stores.

The Comptroller to belong to and preside at every Committee.

The Committee of Correspondence to consist of the

Deputy Comptroller,

One Surveyor,

The present Clerk of the Acts, and the Secretary.

The Committee of Accounts to consist of

The present Comptroller of Treasurer's Accounts,

The present Comptroller of Victualling Accounts,

One Commissioner, and Secretary.

The Committee of Stores to consist of

One Surveyor, or Sea Officer,

The present Comptroller of Storekeeper's Accounts,

The present Sea Commissioner and Secretary.

The several duties attached to the respective Committees to be as follows:—

Committee of Correspondence, to conduct the Correspondence of the Board.

Committee of Accounts, to superintend, examine, and pass all accounts; subject, however, to the approbation of the Board at large.

Committee of Stores, to consider the proper quantity of stores necessary to be provided for the service in general, to direct their distribution, and to take cognizance of the receipt, issue, remains, and returns of stores of every kind, and every service dependant on this branch.

That contracts of every kind should be made by the Board at large, those for secret services only excepted, which we think

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should be entrusted to the Comptroller, in whom should also be lodged a general superintending and directing power, for the regular management of the business, and comptrolling the expence in every branch of the office.

That the secret services above mentioned should be executed under the authority of the First Lord of the Admiralty for the time being; and after the said services shall have been performed, the Comptroller shall communicate his orders, and his proceedings in consequence, to the Board for their concurrence; that in case a majority should disapprove of any part of his conduct, they should submit the whole, with the reasons for such disapprobation, to the First Lord of the Admiralty, whose decision thereon shall be considered as final; that when the voices should happen to be equal on a question in either of the Committees, the whole of the business to which it relates, should be laid before the Board for its determination; and when the voices at the Board shall be equal, that the Comptroller should in such case have a second vote.

That each Committee should report upon their proceedings to, and the whole should finally be passed by the Board; the Committee, however, to have power to dispatch the current business appertaining to each department respectively, for which they should be responsible to the Board; but that no accounts should finally be passed without the concurrence of the Board, with the Comptroller or Deputy Comptroller, and in case of the absence of either of the members of the Committees, the signature of the Comptroller, or, in his absence, of the Deputy Comptroller, shall be necessary to give effect to any order or other paper issued by such Committee; and if it should happen that two of the members of the Committee should be absent at the same time, a member of some other Committee should supply the third place.

That the office of Assistant to the Clerk of the Acts should be converted into that of Secretary, who should attend the Board, take minutes, see to the execution of the Board's orders, carry on the correspondence, take care of the Board's papers, see that the whole be duly registered, and be responsible for the secret and due execution of the business of that department.

That the chief Officer attached to the Committee of Accounts, should be styled, Secretary for Accounts; and the chief Officer attached to the Committee for Stores, Secretary for Stores.

That the alteration proposed, as above mentioned, by substituting Committees in lieu of the superintendance of Commissioners individually over the different departments, should not be understood as intending to disturb in other respects the present form of each depart-

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ment, that of the Clerk of the Acts, and of the Examiner of the victualling accounts excepted, the former falling naturally into the office of Secretary, and the other becoming annexed to the office for the examination of the Treasurer's accounts.

That all fees, gratuities, perquisites, allowances, premiums on the appointment of clerks, and emoluments of every kind whatsoever (except those specified in the table hereunto annexed, which are to be received by the proper officer for public purposes), should hence forward be completely and *bona fide* abolished; and as the Commissioners will hereafter be deprived of the gratuities they have hitherto received on the appointment of clerks, and of the allowances for coals and candles, their emoluments will thereby be considerably reduced; we humbly propose, in order to compensate them in some degree for such reduction, that the Deputy Comptroller, and each of the eight Commissioners, should have an addition to their respective salaries of 200l. *per annum*, to be paid for the present year out of the Fee Fund, and afterwards to be included in the amount of salaries to be charged in the ordinary estimate of the Navy. And as we are convinced that the salaries proposed by the Commissioners of the Enquiry for several of the clerks, are insufficient to compensate them for their services, we beg leave further to propose, that augmentations be made thereto, in the present year out of the same fund.

That the Receiver and Paymaster, in carrying on the duties of his office, should take particular care that no instrument upon which a fee may be established, be issued until such fee is actually paid, and that the clerks in every office where the instrument may be made out, be enjoined to mark thereon the amount of the fee payable, and keep a check on the Receiver, by charging him with the amount of such fee, transmitting weekly an account thereof unto the Accountant-General, to whom also the Receiver shall render an account, weekly, of his receipts and payments, with regular vouchers; the receipts to be checked by the respective chief clerks, and the weekly account to be charged on the Receiver, in which account he shall be credited for his authorized and vouched disbursements, and to ballance the same once every quarter; which accounts shall be presented by the Accountant-General to the Committee of Accounts, who, after examining and approving the same, should, with the approbation of the Board, direct so much of the ballance remaining in the Receiver's hands, as it shall think fit, to be paid to the Treasurer of the Navy.

That at the end of every year the Receiver should be directed to state a general account, and make oath thereto before a Baron of the Court of Exchequer, which, being examined and approved by the Board, should be incorporated in the annual account of the Treasurer.

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That the fees upon the amount of all imprest bills in course, instead of one-half per 100l. should be reduced to one-half per 1000l. which, from the very extensive issues on these accounts, we deem of sufficient extent.

That the fees should be appropriated towards the payment of the contingent expences of the office, and the surplus, if any, to be paid, as above mentioned, into the hands of the Treasurer of the Navy.

That the table of fees authorized to be demanded, should be hung up in the most conspicuous parts of the several offices, for general information, and that at the end of each year an account of fees received should be transmitted to us for our inspection.

That upon a vacancy happening in any of the several departments, the same shall be filled up with the clerk next in rotation, unless, after due examination, he shall not be found qualified; in which case the next in seniority in the branch shall be appointed to such vacancy. By this arrangement we conceive emulation will be excited, and proper encouragement be given to industry and ability.

That upon vacancies taking place in any of the departments, the several Commissioners should nominate in rotation; the Comptroller, however, having two successive nominations; and that no person should be introduced as a clerk without first paying the usual gratuity (to be applied towards the general fund), or without the approbation of the Board; and that no addition should be made to the intended establishment until we shall be satisfied of the necessity of the measure, and shall have signified our directions thereupon.

That as great disadvantage has frequently arisen to his Majesty's service, from the practice of public officers acting as agents to individuals, such practice should in future be prohibited under the severest penalties; and care should also be taken, that no person belonging to the office be allowed to have any interest in any vessel hired for the public service, or in stores or provisions purchased or sold for the use of the public; that to this end every officer and clerk should enter into a bond, to thrice the amount of his annual salary, for the faithful performance of his duty, and that he will not receive, directly or indirectly, any fee, gratuity, perquisite, or emolument whatsoever, other than his established salary; and that he will not act as agent to any person whatever, having concern with Government, or be interested in any stores, wares, merchandize, or provisions, purchased or supplied for the use of the Navy, or in any ship or vessel employed in the service, or give notice to any person whatever (unless called upon by lawful authority), of any sum or sums of money remaining unpaid on ships' books or otherwise; and that upon proof of default, besides

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incurring the penalty of the bond, the officer shall be immediately dismissed from his employment; and it should be also understood, that the like penalty of dismission should attach on any officer whatsoever, who shall hereafter take or receive any premium or consideration whatever for the appointment of any clerk or other officer in his Majesty's Civil Service. The above regulation, however, to apply only to those who have at present no such agency, and to all those who shall be in future appointed, it being proposed to carry the regulation into full effect as soon as may be possible after the termination of the present war.

That as a proper encouragement to officers to demean themselves faithfully, when any officer, from age or infirmity, should be obliged to retire from his situation, an annuity should be granted him, not exceeding one-half the amount of his annual salary.

That when it shall appear to the Commissioners, that any of the officers, clerks, or other persons belonging to their office, should be obliged, under the circumstances above mentioned, to resign, the same be notified to us, that we might authorize their being superannuated accordingly; and that we be at the same time acquainted with the salaries they held for the last six years of their servitude.

That the salaries to efficient officers, as well as the annuities to those who may be superannuated, should be inserted, yearly, in the ordinary estimate of the Navy.

And as it is proposed that the salaries should be paid to the said Commissioners and other officers, free of all deductions, we humbly beg leave to suggest, that the amount of the land-tax chargeable on such salaries, and all other deductions, should be made good to them by the receiver of fees and paymasters of contingencies, out of the money in his hands, accruing from the receipt of fees or otherwise.

In the year 1796, his Majesty taking into consideration the extent and variety of works, such as slips, docks, basons, and jetties, subservient to the construction of ships of war, and also the variety of buildings of different descriptions, necessary for the reception of the public stores; and for which important objects heretofore no peculiar, systematic, or scientific mode of inspection appeared to have been provided, was pleased by an order in Council, to create an establishment of Inspector General of Naval Works for the purposes above mentioned.

It has also been found necessary during the late war to create a new Board, under the name of the Transport Office, for the superintendance of the transport service, and the management of prisoners of war. It is probable that this department will cease when the peace establishment takes place.

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NORTHERN SEA-MARK.

THE following paper contains information of some importance to the Navigation towards the coasts, in the neighbourhood of the island of Helgoland; it was published at Bremen, on the 10th ult. under the authority of Mr. Kulenkamp, the Danish Consul in that place, and cannot fail to be acceptable to the commercial world:—

For the safety of vessels, which are bound for the harbours or rivers in the neighbourhood of Helgoland, and may have been carried by accident or otherwise, to the northward of that island, a sea-beacon has been erected on the sand-bank, which lies a quarter of a German mile (a German mile is upwards of 4¼ English), to the south of Amrum, and the west of the island of Pellworm, and which, in ordinary floods, rises five feet above the surface of the water.

The height of this beacon is sixty feet. It is easily seen at a distance of three German miles; appearing at first like a sloop, with a top-sail set.

The beacon and the light-house on Helgoland are different from each other, by a compass deviating 21° from N. to W. N. E. by E. ⅛ E. 6¼ German miles, in bearing and distance.

The advantages to be derived from this beacon are as follow:—

1. It serves to point out the sand-banks in that part. As soon as it can be distinctly seen from the deck, the vessel must not approach nearer; for then the soundings will be from six to five fathoms, and the distance two German miles.

2. The beacon may serve also as an excellent mark for enabling vessels to regulate their course. When it is seen two German miles east, by the compass, it gives the following courses and distances; regard being always to be had to the state and direction of the tide:—

	Course.	Distance.
To the island of Helgoland, - - -	S. W.	4½
outermost red buoy of the Elbe,	S. ½ W.	7½
black buoy of the Eider,	S. S. E.	5
red buoy of the Hever,	S. E. by S.	3
black buoy of the Schmaldeep, - - -	S. E. ½ E.	1½
Lister-deep, - - - -	N. E. ½ E.	4½

German miles.

3. The beacon further serves as a principal mark for directing the navigation to these deeps and rivers.

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To make the Schmal-deep, the beacon must be brought to N. E. 2-3ds E. bearing, from the vessel, and this course must be kept till within a German mile of the beacon, where, the Pellworm Old Tower bearing E. by E. the outermost black buoy of the Schmal-deep will be found in four fathoms and a half water. In clear weather, the beacon may be brought within an eighth of the compass to the east of the outermost corner of Amrum, and the Pellworm Old Tower, betwixt North and South Oog, but nearer to the first, in the proportion of one to two.

To make the Hever—let the beacon be brought two German miles to the east; then let the above mentioned course S. E. by S. be kept, till north hoft (that is, the N. W. of the land of Eidersted), is seen E. S. E. or till the church and steeple of Wester-hever become clear of the sand downs. Then the beacon, which can there be distinctly seen, bearing N. by the compass, the outermost red buoy of the Hever will be discovered.

To make the Eider—let the beacon be brought two German miles to the east, and let the course be S. S. E. till the beacon disappears to the north. The sand-downs of Eidersted will then be discovered, and the course must be continued so long to the southward, in from four to three fathoms and a half water, till the two beacons on Sud-hoft or at St. Peter appear in a strait line E. N. E. when the outermost buoy will be seen.

In the same manner, the beacon is of advantage for making the Lister-deep; for as soon as it disappears to the south, the island Silt is discovered; and when the middle of this island, called Rothelif, appears in the east, the course may be directed northward very near the coast, till the northern point of it is reached; then turning to the E. and S. E. good anchorage may be found behind List.

SLIDING KEELS.

THE idea of *sliding keels* is taken from the *balza* * of South America, and must weaken a vessel in the most essential part—her keel; for it may be called the *back-bone* of a vessel, and unless animals

* The Balza is a raft composed of eight or ten large pieces of timber, connected together by transverse beams, having a mast and sail, they are steered by boards about three yards long, and half a yard in breadth, which are placed vertically between the timbers, by raising and lowering which, the raft tacks, wears, and performs all her operations with great facility. EDIT. Vide Ulloa's Voyage, vol. 1. 182.

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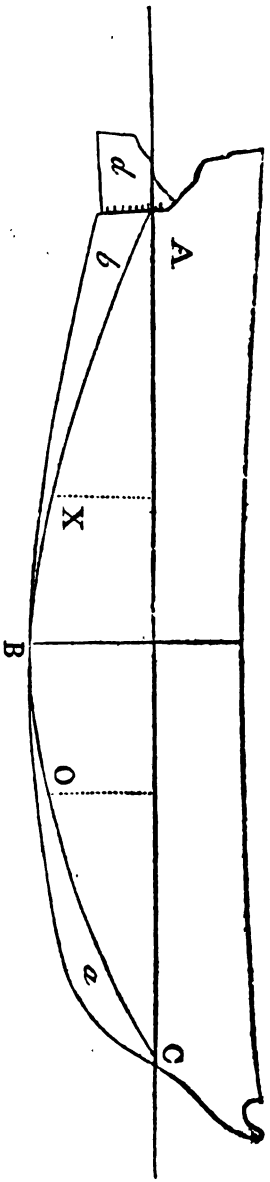
had two instead of one, it is most likely that one keel is more compact and stronger than two. *Sliding keels* take up part of the stowage of a ship or vessel, and although in some flat-floored vessels, they may act as well as a lee-board, would, no doubt, in very large ships endanger the lives of their crews, and safety of the ship. The *Dart* and *Arrow* schooners were, I believe, different plans of the same idea. One of them has a parabola for the midship frame at B, and an equal degree of rising in the floor forward to C, and aft to A, at the load water-line A. C. The fore and after bodies at equal distances for the midships, as at (X), and (O), are equal parabolas. To enable the vessel to hold a wind, there is a large gripe of *Dead Wood* forward *a*, and the same also abaft *b*, as otherwise *d*, the rudder, which is very broad, must have been as large as the rudder of a flat, or river barge. There is either a sliding keel forward, and another abaft, or else some gimcrack to aid the steering. Notwithstanding which, one of them turning out of Portsmouth harbour was nine minutes in stays before she came to the wind on the other tack; for she fell off with the wind abaft the beam, though there was a fine breeze. The other vessel ran aground. A cutter, not remarkable for fast sailing, outsailed one of them to windward, though the schooner had the advantage, going large, with the wind on the quarter.



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Poetry.

ODE FOR THE NEW YEAR, 1802.

BY HENRY JAMES PYE, ESQ. P. L.

LO, from Bellona's crimson car
At length the panting steeds unbound;
At length the thunder of the war
In festive shouts of Peace is drown'd:
Yet, as around her Monarch's brow
Britannia twines the olive bough,
Bold as her eagle-eye is cast
On hours of recent tempest past,
Thro' the rude wave and adverse gale
When free she spread her daring sail,
Immortal Glory's radiant form
Her guiding load-star thro' the storm,
Directed by whose golden ray,
Thro' rocks and shoals she kept her steady way—
"My sons," she cries, "can Honour's guerdon claim,
"Unsoil'd my parent worth, unstain'd their Sovereign's fame."

ALBION, tho' oft by dread alarms
Thy native valour has been tried,
Ne'er did the lustre of thy arms
Shine forth with more refulgent pride
Than when, while Europe's sons, dismay'd,
Shrunk recreant from thy mighty aid,
Alone, unfriended, firm you stood
A barrier 'gainst the foaming flood!
When mild and soft the silken breeze
Blows gently o'er the ripling seas,
The pinnace then may lightly sweep
With painted oar the halcyon deep;
But, when the howling whirlwinds rise,
When mountain billows threat the skies,
With ribs of oak the bark must brave
The inroad of the furious wave—
The hardy crew must to the raging wind,
Oppose the sinewy arm, the unconquerable mind.

In ev'ry clime where Ocean roars,
High tho' thy Naval banners flew,
From where, by Hyperborean shores,
The frozen gale ungenial blew,

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To sultry lands, that Indian surges lave,
Atlantic isles, and fam'd Canopa's wave;
Tho' from insulted Egypt's coast
Thy armies swept the victor host,
From veteran bands, where British valour won
The lofty walls of Ammon's godlike son!
Useless the danger and the toil
To free each self-devoted soil,
Auxiliar legions from thy side
Recede, to swell the Gallic Conqu'ror's pride,
While on Marengo's fatal plain
Faithful to Honour's tie brave Austria bleeds in vain!

Not fired by fierce Ambition's flame
Did Albion's Monarch urge his car
Impetuous thro' the bleeding ranks of war,
To succour and protect his nobler aim:
His guardian arm while each Hesperian vale
While Lusitania's vine-clad mountains hail,
Their ancient rights and laws restor'd,
The Royal Patriot sheaths the avenging sword;
By Heav'n-born Concord led, while Plenty smiles,
And sheds her bounties wide, to bless the Sister Isles.

STANZAS,

Written Extempore by an Officer of the Royal Navy, on Sir JAMES SAUMAREZ *being invested with the Order of the Bath,* *(see page 507)*.

YE valiant martial bands, all hail!
Britannia's sons, renown'd in arms,
Dreadful in war, when foes assail,
Rejoic'd when Peace resumes her charms,

Salute th' auspicious day with warlike strains,
Which thus a King's munificence displays;
When SAUMAREZ his just reward obtains—
Unfading laurels, and unenvied praise.

And thou, O Vet'ran, not unknown to fame!
Thou Chief, well chosen to confer the meed!
Be thine the honour of a spotless name;
And thine the conscience of each virtuous deed!
Long may'st thou live to share thy Sov'reign's smiles,
Whom Heav'n preserve to bless his subject isles.

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ON THE LATE MUTINY.

YON mournful signal bids the fleet attend,
Unhappy Mutineers, your awful end;
It bids your messmates bear in mindful view,
The sad example, and the vengeance due,
When Riot's dang'rous reign has pass'd away,
And Order re-assumes its proper sway;
Hail, sacred Discipline! insulted late!
Pride and palladium of a warlike State!
May this, thy melancholy triumph, prove
Last of such trophies, and such ills remove;
May British seamen ever own thy rule,
Support thy precepts, and adorn thy school!
Without thy *aid*, in vain our youth oppose
Their noblest order 'gainst embattl'd foes;
Courage is lost upon the foaming main,
And valour unavailing in the plain.—
Still has it been Britannia's pride to see
Her glory, Discipline! upheld by thee.
Full well thy value stamp'd St. Vincent's day,
The Nile and Baltic felt thy happy sway;
And added last, another triumph won,
By gallant SAUMAREZ, thy fav'rite son.
Seamen of Britain, then, shall factious arts
Tarnish your laurels, and enslave your hearts?
Shall idle wishes tempt you to forego
Your Country's service, and to aid the foe *?
Loose every sail, obedient sons of France,
Where duty calls, *your* willing ships advance.
O strange reverse, that Gallia thus should see,
Her squadrons only occupy the sea.
But no—the hour of mutiny is past,
And retribution presses on at last;
Insulted justice claims the victims due,
Severe, alas! yet necessary too.
Peace to their souls; contrition mark'd their end;
May heav'nly mercy on their prayers attend!
"Messmates, beware," their dying accents say,
"Let not impatience lead your minds astray;
"Protect the British Isles, your duty prove,
"To God, our Country, and the King we love." H.

* Still so before the Definitive Treaty.

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Gazette Letters.

ADMIRALTY-OFFICE, JAN. 23.

Copy of a letter from Rear-Admiral Montague, Commanding Officer of his Majesty's ships and vessels at Jamaica, to Evan Nepean, Esq. dated at Port Royal Harbour, the 19th of November, 1801.

SIR,

ENCLOSED I have the honour to transmit two letters from Francis J. Nott, Esq. Commander of the Curaçoa, giving an account of an action between his Majesty's armed tender Pickle and a Spanish schooner. I have the honour to be, &c. &c.

ROBERT MONTAGUE.

SIR, *His Majesty's sloop Curaçoa, Curaçoa Harbour, Oct. 21, 1801.*

I have the honour to enclose a copy of a letter received from Mr. Robert Hayer, Master's Mate of his Majesty's sloop Curacoa, under my command, and serving on board his Majesty's armed tender Pickle, attached to that ship. I beg leave to inform you that the Pickle has been refitted, and sailed upon a cruise. I have the honour to be, &c.

Rear-Admiral Montague. FRANCIS JOHN NOTT.

SIR, *His Majesty's armed tender Pickle, Curacoa Harbour, Oct. 13, 1801.*

I beg leave to inform you, that on the 25th ultimo, eleven A. M. Isle of Ash (St. Domingo), bearing N. W. distance five or six miles, being on the starboard tack, a strange sail was discovered under the land bearing down upon us with an English ensign flying. When within pistol shot of the Pickle, the enemy hoisted Spanish colours, and commenced an action, which continued with a brisk fire from both sides for an hour and a quarter, when they attempted to board, but without effect; finding themselves foiled in this they hauled their wind, and made sail from us; we wore and stood after them, but, to my great mortification, they were so much our superior in sailing, that, after a chase of one hour and a half, I found it fruitless to continue it. It is with extreme regret that I am to inform you Lieutenant Greenshields was killed forty minutes after the commencement of the action, having received a musket ball through his body. Our sails and rigging have suffered a good deal, and I am sorry to add that Mr. Pearce, Midshipman, with seven men and myself, were wounded. From the great superiority of the enemy's force to ours, the Pickle only having thirty-five men (including Officers and boys, and of these three were rendered unserviceable through sickness), I hope the exertions used during the action, as well as those made to come up with the enemy, will meet your approbation. The enemy was a large schooner-rigged vessel, mounting two twelve and two nine-pounders, and manned with about seventy men; and I imagined must have been a French or Spanish privateer. I have the honour to be, &c. &c.

Francis John E. Nott, Esq. Commander of his Majesty's sloop Curacoa. ROBERT HAYER.

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Naval Courts Martial.

AUTHENTIC ACCOUNT

OF THE

TRIAL OF THE MUTINEERS,

LATE BELONGING TO HIS MAJESTY'S SHIP TEMERAIRE.

[Transmitted purposely for this Work.]

PORTSMOUTH, JAN. 6.

PURSUANT to an order from the Lords Commissioners of the Admiralty, a Court-Martial was held this day, on board the *Gladiator*, in this harbour.

The Members of the Court were:—

Vice-Admiral Sir ANDREW MITCHELL, K. B. President.
Vice-Admiral Sir C. MAURICE POLE, Bart.
Rear-Admiral J. HOLLOWAY,
Rear-Admiral C. COLLINGWOOD,
Rear-Admiral G. CAMPBELL,

Captain A. BERTIE,	Captain T. WELLS,
—— S. OSBORN,	—— T. JONES,
—— T. LOUIS,	—— Sir E. NAGLE, Knt.
—— R. GRINDALL;	—— D. GOULD.

M. GRETHAM, Esq. Judge Advocate.

For the trial of the following persons for Mutiny on board the *Temeraire*, in Bantry Bay, viz.

JOHN MAYFIELD, late Captain of the Forecastle,
JAMES WARD, belonging to ditto;
JAMES CHESTERMAN; ditto,
JOHN FITZGERALD, Captain of the Foretop,
THOMAS CROSS, belonging to do.
JAMES LOCKYER, belonging to the Maintop,
JOHN CUMINGS, ditto,
CHRISTOPHER WHITE, ditto.
WILLIAM HILLIER, belonging to the Foretop,
JOHN COLLINS, the Ship's Butcher.
JOHN DALEY,
JOSEPH ROWLAND, a Carpenter,
THOMAS JONES, and
WILLIAM COOKE.

The charges were:—

1st. Making, or endeavouring to make, mutinous assemblies.

2d. Uttering seditious expressions; and for concealing traitorous and seditious words spoken, and tending to the hindrance of his Majesty's service; and not revealing the same to their Commanding Officer.

3d. Being present at such mutiny and sedition, and not using their utmost endeavours to suppress the same, between the 1st and 11th day of December, 1801.

Captain EYLES, of the *Temeraire*, was the prosecutor. The customary correspondence between him and the Admiral, together with the order from the Lords of the Admiralty for holding the Court, being read, Captain Eyles's narrative of the Mutiny was given in and read as evidence.

JOHN ANFREY, a seaman belonging to the *Temeraire*, was the first witness. In answer to a question from the Court, he said he was a Roman Catholic, and therefore a particular kind of oath, different from that taken by Protestants, was administered to him. He gave the

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following account of the mutiny:—I know the prisoners. On the 1st of December, in the larboard bay, in the morning, I saw nineteen or twenty people; they were drinking either grog or wine; they swore to be true to each other. When they were going to begin they said, "Drink to us like British heroes, there is no fear, we will go through the business; shake hands like brothers, stick to each other, there is no fear if there are no informers." Fitzgerald was present, Mayfield, Ward, Lockyer, Rowland, Wm. Cooke, and Chesterman. I did not see Allen; Taylor was there, Jones was there; I did not see Cross nor White; Daley was not present. On Saturday morning, the 5th, at nine o'clock, Fitzgerald, Collins, Chesterman, and Cooke, asked the ship's company if they were willing to come aft, to tell their Officers, now the war was over, that they did not wish to go out of the land. They went aft, halfway the gangway, and made a stop—"come and speak to your Officers like men, now is the time," and they went aft directly, it was then about eleven o'clock. They spoke to Lieutenants Douglas and Gore; Mr. D. asked them what they wanted. They said they were informed they were going out of the land, and did not wish to go. The Admiral came on deck and asked the same question; they answered, that they wanted to know where they were going, and that they would not heave the anchor to go out of the land. The Admiral desired them to go down and be quiet; that the Temeraire had an excellent character, and he should be very sorry to report mutiny in the ship. They all then went down to the lower-deck. Fitzgerald, Cooke, and Ward said, nobody should drink more than their allowance, and in case any should get drunk, they would *cob* them; and they hoped every man would stand true to each other. The word was passed fore and aft the same evening that the first man who was caught lying on the yard to bend sails, would be punished by themselves. I heard Fitzgerald, for one, saying this. Their intention was not to kill or hurt any Officer in the ship, in case they did not draw their arms against them; but if they (the Officers) did fire, or draw their arms, they would show no mercy. They (the Officers) could not kill any more than fifty or sixty of the foremast men; this was said by Fitzgerald to me; and the first man who turned treacherous, and would not obey the same as the others, should be knocked down dead directly. A great many more besides myself heard this conversation. The same time I heard Fitzgerald and Allen say, "There is no fear, I believe, but they will go through with their proceedings, but we will not go out of the land." Allen then said, "There was no fear for the man of war's men, as they would make them do what they liked;" then they parted. On the 6th of December, about one o'clock, as the men were at dinner, I saw Mr. Lawrence, the Master's Mate, going round the deck. After he came, Fitzgerald, Chesterman, Allen, Lockyer, and Taylor, said, "Now is your time, lower the ports down; douse the ports;" they were all down but one, which Allen lowered down himself. Another port was not quite down, I heard Ward say, "That port is not down yet." Cumings said, "Bar the ports." Cooke, Fitzgerald, Taylor, and Chesterman, and some others, ordered all the scuttles to be hauled in. Cumings desired a man to look out of the hawse-hole, to see if any boat was coming round, and cheered at the same time. Lieutenant Douglas came and asked what noise that was, when they began to cheer again; he desired them to come aft on the quarter-deck, and let the Admiral know what they wanted, and if he could grant it he would. They all began to cry, No, no, and cheered. Jones and Hillier, said, "No, no, send the Master of the ship down, we want to speak to him; nobody

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but he shall come down." At the same time Lieutenant Douglas had his foot on the fore-ladder, when Hillier and another tried to unship the ladder; and Simmons (not one of the prisoners), went and said he had like to break the Lieutenant's neck down: Jones and Cooke said, "Break his neck, and kill him." A few minutes after, the Officers came down, and tried to keep the people quiet. Cooper, Lockyer, Fitzgerald, Collins, Chesterman, Cumings, Jones, Hillier, and Allen, cried out, "Shoot, shoot!" Taylor stood looking through the hawse-hole to see if any thing was coming. White was very busy to try to unship the main ladder, but could not. They then went up to the quarter-deck, when the Admiral asked the ship's company what they wanted, and why they made so much noise and confusion? Jones said, they wanted to know where they were going. The Admiral asked if they had ever before been made to know where they were going? Jones said, no. The Admiral then said, they had better be quiet, not to be obstreperous, as they would gain nothing by it; he said, he did not know himself where he was going; he was ordered to sea on a cruise, and must obey his orders; that it was enough when he called all hands, and then he hoped they would go with good will. Many cried, "No, no; we will not go from the land, we will go to England." Fitzgerald and Jones joined in this cry. On Sunday morning, at ten, I espied a few cannon cartridges of powder in the locker nippers, and a match lighted on the larboard side, in a small washing-tub, covered with two shirts. Daley, when I was looking over the locker, asked me what I wanted in the manger. I asked why he wanted to know; I told him I wanted to see the manger, in case it should be wanted to heave up. Daley desired me to be gone; and if I did not he would make me; and that a man was constantly sentry at the manger-door, to prevent any one from going in, except the yeoman of the locker-nipper. The sentinel was put there by the party. On Monday, the 7th, James Ward ordered me not to bring my hammock up until piped up, and that every man should drink his allowance among themselves, until it was all settled; and that they should do their work better, if possible; that no man should be treacherous to their King or country, that the war was over, and they would not go out of the land; that the first man who was found drunk should be punished among themselves. Ward passed these orders round to every man's birth. There was a great quantity of people consulting together, and when the Officers used to come round, every man used to go to his birth, and come out again when they were gone; but they spoke so low, that I could not hear what they said. These consultations were held in Fitzgerald and Chesterman's birth. Lockyer said, he would be d—d if he would ship the capstern bar to go out of the land, and he hoped every body was of his mind. Mayfield said, he had been eight or nine years in the service, and he would like to go and see his friends now the war was over. Every one was told by Chesterman, if they fetched the hammocks up before they were piped, they would be knocked down the hatchways with their hammocks. On Tuesday, the 8th, silence was kept fore and aft, and persons came round to know if the other ships were in the same mind with the Temeraire. Fitzgerald and Chesterman said, the Formidable, Majestic, and Vengeance, were in the same mind; that there was no fear, the fleet would not fire at the ship, they would find supplies and reinforcements in the three other ships: this they talked of in their own births, before their messmates, about six in number. Fitzgerald told me, I had no occasion to be afraid to speak, as nobody in the birth

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would inform of me, they being all of the same mind. On Wednesday evening, when the hammocks came down, Ward went down on the lower-deck, and desired me not to bring my hammock up next morning; the word was passed on the larboard side by Ward and others; Cooke passed the word on the starboard side fore and aft; that they wanted to barricade the lower-deck hatchway in their own defence. In twenty minutes after, Ward countermanded this order, and bid the hammocks to be brought up as usual. On the same night, Taylor wrote a letter under the bowsprit. Lieutenant Forfar came down close by the bowsprit, and Taylor ran over the starboard side between two hammocks, until the Officer was gone, and when gone he came back. They had different pass-words while the letter was writing; first of all they said, "catch the rat, take hold of the rat;" it was a notice of an Officer's coming. Another watch-word was, "give me a chew of tobacco;" another was, "I want a drink of water." They had another pass-word. I saw Cross, Taylor, Cooke, Lockyer, Ward, Jones, Fitzgerald, Collins, Chesterman, and many others, tell Taylor what to put in the letter: when it was wrote, Ward went fore and aft, and bid the men not to mind the Officers, and be careful to bring up and down their hammocks as usual. On the next morning, nineteen or twenty were looking at the paper in Chesterman's birth. I could not tell what was in the paper. I heard Fitzgerald and Chesterman say, in case the Temeraire should be in alarm, they would fire a sky-rocket, and make a signal to the other ships that were going out to get their assistance. Chesterman asked me if I was willing to go out of the land; I told him I should not like to go, but if I was forced or asked, I must go. At the same time I said the people of the Vengeance would do what their Captain liked. Fitzgerald said, never mind what they did, as we have begun it, we shall go through it; and in case the Officers should draw their arms against us, we will show no mercy; they could not kill more than fifty or sixty people at most, and they would find fifty or sixty men to take possession of the magazines of powder. Allen said that night to Stephenson, "By G—d there will be bloodshed before the week is at an end." Stephenson replied, it would be a bad job, somebody might pay for it. They were drinking at the time. Allen said, God give me heart and strength, there is no fear; we will go through with it, so that there are no informers. Philip Handcock, who was in his hammock, cried shame at us for making use of such expressions while the people were awake. The Boatswain's Mate having been drunk he was cobbed, he received a dozen and a half from Chesterman, with a pea-squeezer; about five in the evening, I went up upon deck, and as I was going towards the forecastle, I heard a great noise upon deck between the two foremost guns, and I came back and saw Patrick Cannan going to be cobbed for wrangling, and making a disturbance among the ship's company. He called his messmate George Dixon, a thief; Collins, the butcher, asked him, if he could prove George Dixon a thief; he said, no; well, says he, if you breed a disturbance, you shall be cobbed; George Dixon drew his knife to Patrick Cannan, who gave him a slap in the face. Lieutenant Bogden came down and asked what noise it was, they told him it was only a man going to be cobbed. Lieutenant Bogden told them they should punish nobody with their own hands, but send them aft to be punished. Collins said, it was only a cobbing match; immediately Lieutenant Bogden was shoved in the crowd, I saw a man strike him, I cannot tell who it was. An alarm came directly afterwards, and George Dixon came down the

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fore ladder from the main deck, and sung out, bear a hand up you b—rs, here is a man in irons; the people went up and made a rush to go aft to take possession of the arms and disarm the sentries, and go upon the forecastle, and kill all the Officers; they said they would soon clear those gentlemen quality off the forecastle, and send them away, and began cheering all the way as they went. They stopped and did not go aft when they found the marines were under arms, they went to the forecastle and gained the others; Fitzgerald wanted them to go aft and take the arms; the Captain immediately after that came on the forecastle, and asked what they all wanted to make so much noise at that time of night; they said, they wanted the prisoner to be delivered up; one Gillespie, James Riley, and many others, whom I could not observe, said he should not be punished; the Captain said, he should, he had been drunk on duty, and insolent to his superior Officers. George Dixon was one whose voice I could pick out among all of them. Captain Eyles was walking fore and aft, having hardly room; he had been shoved among them in the crowd; I could not see any body in the front that I could take notice of; but Collins, Daley, Fitzgerald, Cooke, and many more, shoved the Captain, when they picked out the principal ringleaders. On the 8th (Tuesday), I forgot to state that John Allen asked M'Evoy, if he thought they should find plenty of marines to join them, it was their own good as well as their's; M'Evoy said, he could answer for twenty or twenty-four, that would join them; he said, Captain Valleck, of the marines, might order the marines to fire, there might be a few gulpins who would fire, but the rest would fire over their heads, and then throw their arms down, and come down and join them, perhaps with their arms, if it was possible to get them, if not the bayonet would do. M'Evoy was frequently among a few of the ringleaders, talking what way they should act; Fitzgerald, I saw very often along with him, but I could not hear what he said. On Thursday, in the forenoon, the Admiral called all hands on the quarter-deck, concerning the letter that was sent to him respecting the ship's company, that they were willing to fight for their King and country, but not to go out of the land; that the most part of them had been five, seven, or eight years in the service, and now the war was over they wished to go home. Admiral Campbell desired to know if the marines were in the same mind with the sailors, and to send two of them to speak if they were, and the Officers should not take notice of those men, and he desired Captain Valleck to speak; Allen, as soon as the people came down from the quarter-deck underneath the forecastle, desired M'Evoy to go aft and tell the serjeants of marines to appoint two men to tell the Captain and the Admiral, if the marines were in the same mind. A man of the name of M'Eash went, but I do not know what he said. Mayfield was the first man picked out, on Thursday, between five and six; Fitzgerald was the next. Cooke said, d—n your eyes, you b——rs, why don't you speak your minds? don't be afraid; he then fell back to the ranks for fear of being picked out. Admiral Campbell came to the marines to try to make them quiet. A few sung out, stand your ground, you b——s. Jones said this; and said, if every man was of my mind, no prisoner should go out of the ship, except they punished all. On that day all the prisoners were picked out, except Daley and Hillier. I heard Dixon and Comayne say, and many more with them, near one hundred and fifty, they would take knives and stab the marines when they were aleep in their hammocks. If every man was of their mind, them poor fellows should not go out of the ship; it was not acting like shipmates, but d—d b——y rascals, to let these poor men go. I

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was present, Miles, the Captain of the Waste, Shackleday, Harris, Whitaker, and Williams, all belonging to the same mess. George Comayne was close by the fore-bits. George Dixon said to me, he did not think I was fit to be among the true Britons, he thought I would report them, and begged me to go; I would not, and he knocked me down twice. On the 11th day, about ten o'clock, he told me I should not go home; he would make me sick before the week was out; I told him I did not mind it. He and George Comayne sung out as loud as they could, that in case they could not destroy the marines, they would kill the Officers out of revenge; that their comrades were gone out of the ship, and if that would not do, they would blow the ship up. Thomas Simmonds, a fore-top man, was there at the same time, and said to me, he was sorry he had not killed the Officers on Sunday; he had it in his power at that time, as he had a crow-bar in his hand. George Dixon gave me a kick, and I went away, and never went there again.

Q. *By Captain Eyles, the prosecutor.* Did you ever hear any of the prisoners call themselves delegates? A. Yes, on Thursday night, Fitzgerald, Collins, and Chesterman. Q. Relate the words Fitzgerald made use of when he called himself a delegate? A. They were speaking to all the men on the forecastle, they all three said, don't you know we are delegates of the ship for your own benefit? some answered, yes; this was on the 10th, in the afternoon, when Cannan was going to be cobbed. Q. Did they not say they should give all orders for punishment? A. They said they should punish themselves. Q. Did they say the Officers should have nothing to do with it? A. Yes, Chesterman said to Mr. Forfar, the Lieutenant, no man should be punished aft, they would punish them themselves. Q. When White was attempting to unship the ladder, did you hear him call out Fitz, Fitz, it will be proper to send a b——r after the crow bar? A. Yes, I heard him say so, and there was no fear, he would go through it. Q. Did you hear Hillier, the prisoner, cry out on Sunday, the 6th, with his hands up to his mouth, lower down the ports? A. I did, on the starboard side. Q. Did you ever hear the prisoner, Mayfield, say, he would see himself d——d before he would go out of the land? A. I did, on the forecastle, smoking his pipe; Ward was with him.

Q. *By Admiral Holloway.* You have said in the beginning of your narrative, that there were nineteen or twenty persons assembled, who swore they would go through the business. Did you, either at that or any other time, see them make use of a book to bind themselves to be true to each other? A. Yes. Q. Do you know who were the messmates of Ward? A. Yes, Joseph Drinkall, Whitfield, Mayfield, Ward, John Cross, and Lockyer. Q. At the time you went forward to the nipper-lockers, and saw the cartridges of powder you have described, did you hear Daley, or any other prisoner at the bar, say, they had brought that powder there to defend themselves? A. I heard Daley say to Bill Hillier, we have plenty of powder forward in the nipper-lockers to cool the Officers' temper; and, if that would not do, they would rush aft and kill all the Officers; Hillier said, that will do very well; to my hearing on the starboard side.

Q. *By Admiral Mitchell, the President.* From the 1st to the 11th of December, in the course of those days, did you see in any of the births, either in the middle or lower-deck, any more of the seamen or marines administering the oath the prisoners before mentioned had taken in their own birth, or any other oath, to stand by themselves? A. No, I did not. Q. At the time Daley was looking out at the

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hawser-hole to see if boats were coming, did you observe any of the prisoners casting loose any of the tackle of the foremost guns? A. Fitzgerald told them he would soon get two guns pointed aft, for the guns were loaded ready. Q. Did you know the guns were loaded? A. No. Q. Did you know that all the lower-deck guns were loaded? A. Snowden said there were many of them loaded.

Q. *By Mayfield.* At what time of the day did you see the seamen take the oath? A. In the morning, about nine o'clock.

Q. *By Ward.* Where did you see me at the time they were taking the oath? A. Abreast the fore-gun.

Q. *By Chesterman.* Can you recollect any person who was present to certify you saw me take the oath, or handle the book? A. None but them I mentioned before. Q. Do you recollect who first took the oath? A. Fitzgerald was the first man, Chesterman the next. They swore to be true to each other.

Admiral Holloway. The Court would advise you not to ask such questions; you only stamp the fact stronger against you than it was before.

Q. *By Prisoner.* What part of the quarter-deck was I in when you said I sung out, No, No, when the Admiral was giving orders? A. On the starboard side of the quarter-deck, close to the foremost gun; in front almost; there were not more than five or six men before it. Q. In what part of the forecastle was I when Admiral Campbell came forward, and spoke some words on Thursday. A. He stood by mid-ships, and came over to the larboard side to the rank where the Captain was shoved. He was one of them. Q. Can you point out any person at the time that heard me express the words, that I nominated myself as delegate for his Majesty's ship the Temeraire? A. It was dark, but I knew his voice, there were sixty or seventy people. He was one of them.

Admiral Mitchell. If there was any doubt of establishing charges against you, you would criminate yourselves.

Q. *By Prisoner.* To the best of your knowledge, what time of the evening was it? A. A few minutes after five, when Cannan was cobbed.

Q. *By Fitzgerald.* What time were the words spoken to you in our birth, that you need not be afraid? A. On Wednesday and Thursday; likewise before all his messmates; James Kelly was facing me; I was between Fitzgerald and Chesterman.

Q. *By Rowland.* Do you recollect, on any occasion since you have been on board, my saying the word "D—n," and such like, too commonly used? A. I especially heard you when you hove the capstan bar, and said you would not go out of the land.

Jones. No question.

Q. *By Cross.* What day, and what time of the day, did you see me talk to any of the prisoners in Fitzgerald's birth? A. I saw him on Wednesday and Thursday in Fitzgerald's birth, also in Ward's; I saw him often there between the 1st and 11th. Q. You say George Perrot was in the birth when the letter was wrote to Admiral Campbell, where was he sitting? A. Sitting in his own birth on a stool. I do not know he was there all the time. He was there the beginning of writing the letter. Q. Was he there at the time Cross was? A. I believe he was; I am not positive. Q. Where was I sitting at the time? A. He did not sit at all, he was leaning over the table, speaking to Taylor.

Cooke. No question.

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Q. *By White.* Can you point out any man who saw me at the lower ladder? A. Yes, Paul Rouisseau and many more. Sutherland was there.

Q. *By Collins.* You said you saw me and others inviting the ship's company to go aft; what part of the ship was I in? A. On the larboard side of the lower-deck. Q. When the hammocks were going up on Thursday, you said you heard me say, d—n you, you don't know your own minds, what time was it? A. In the morning about nine o'clock, he was standing on the forecastle.

Q. *By Lockyer.* You say it was about nine o'clock in the forenoon you saw me; can you recollect any other person who saw me? A. I cannot recollect any other than I have mentioned.

Q. *By Cumings.* You say I called for shot; whereabouts was I when I called for shot? A. Nigh to your birth, close to me; I moved a bit from the place I was standing on, and he desired me to stand my ground and sing out for shot as soon as the Officers came down. Q. You said I was putting words in the letter, do you know what they were? A. I cannot say, because you did not speak loud enough to let any one hear.

Q. *By Hillier.* Do you think it was possible for a man to pass through the ship's company forward, or see through them on Sunday, after the ports were down? A. No, not very well in some parts. Q. What side was I on when the ladder was unshipped? A. He crossed over on both sides; he was on the starboard side. Q. Where was I when you heard me sing out for shot? A. On the starboard side, to the best of my knowledge.

Q. *By Daley.* Was any one by when I made use of those barbarous expressions you said I did? A. Yes, Ward; he made use of as bad expressions. He said he would not heave the capstan-bar to go out of the land. Q. What time of the day was it? A. On Sunday the 6th, before ten o'clock. Q. Where was you standing when you saw me look out through the hawser-hole? A. I was abreast of it; and I spoke to Daley myself, I asked him if he saw any thing coming? He gave me no answer. Q. Was my body, or head, or any part out of the hawser-hole? A. No part at all; but he was looking out to see whether any boats were coming.

The Court adjourned.

SECOND DAY, JAN. 7.

James Richardson, sworn. I went down to the lower-deck for a sheet of writing paper. On the starboard side I found Edward Taylor, and asked him to write a letter. He said, you had better wait till this business is settled. I then asked him what it was? I dared say it was nothing concerning us. He answered, yes; it was concerning the whole ship's company. He then told me, the ship was going to the West Indies, and that all hands were going on the quarter-deck, to tell the Admiral they would not go. I then looked round, and saw Chesterman and John Snowden discoursing together, and a number listening to them. I heard Chesterman ask Snowden, if he was agreeable to go to speak to the Admiral. Snowden said, he had no objection, if he could get another or two to speak with him; which was agreed to. Chesterman said, all we have to do is, to tell the people in the middle-deck who do not know it. Taylor answered, here is one who belongs to the middle-deck will do. Chesterman then touched me on the shoulder, telling me all I have before mentioned; and asked me, if I would go and let the people of the middle-deck know it. I then went up, and told my messmates, John Clements and Joseph Wynn. They began to laugh at me, and said there was nobody there.

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wanted to hear of it. Johnson was reading a book, and asked what it was I said. I told him the particulars I heard below, and asked him if he chose to let the people know on the middle deck? He made no answer—As I found there was nothing to be done, and it was raining, I went down again. When I got down, my messmates told me it was all true. I asked who told them? One of them pointed to Chesterman, who was going round the deck. Some time after I went on the poop, and swabbed it, and coming down again, I saw a number collected on the forecastle, and calling others out of the waste. I went on the forecastle, and heard Chesterman and Snowden talking together, saying, they wished they could get the other man to go along with them. I asked who he was? They refused to tell me, but told me he was on the poop. I guessed it was Barny Young. I told them they need not wait for him, as it was his watch upon deck, and he would not come down—the people began shoving one another aft on the gangway, till they were stopt by the officer on the watch on the quarter deck. The Captain came out, and asked what they wanted there? Some of them wanted to know where the ship was going to. The Admiral came out and asked what was the matter? The Captain told him the ship's company wanted to know where the ship was going to. The Admiral answered, "To Hell if she is ordered, and we must go with her." I was on the gangway. There was more conversation I could not hear. The Admiral desired them to go down below, and make themselves quiet, which was done. I then went upon the poop, and staid till my watch was out. When I went to dinner, my messmates told me the word had been passed when hands were turned up to bend sails, to go down to the lower deck. Chesterman in the afternoon desired me to see that every person and messmate in the middle deck drank their grog, and that any man who was drunk would be turned down on the lower deck, and cobbed. On Sunday morning the word was passed as before, when hands turned up to bend the sails to go down on the lower deck as before. The hands were turned up about eleven to bend sails, which was done as usual. After sails were bent, I went down to dinner. After I got my dinner I went to the lower deck, where I saw Chesterman in his own birth. I asked him what they were going to do, whether to unmoor the ship or not? He answered, he did not know. During the time we were discoursing, Taylor came down and asked what we were to do: Chesterman answered he did not know. He said we must soon know, there is no time to be lost, as the hands would be turned up to unmoor as soon as they had got their dinner. I then went to the middle deck to my birth, where I staid till my grog was served out. As soon as I got my grog, a man came and passed the word for us to go down below, but who it was I do not recollect. I went down to the lower deck, and stood alongside Ward. I asked him what he was going to do? He answered, he did not know yet, but he believed he was going to lower the ports down. The words were hardly spoken, when Hillier was in the manger, and, putting his hand to his mouth, singing out with a loud voice, what do you say, lads, one and all, fore and aft, lower away ports? He had no answer the first time, then he repeated the same words over again, and the ports were lowered accordingly, and the people all began cheering, and asked where the ship was going. Some of the ladders were unshipped, but the officers got down below, and sent all the people on the quarter deck. When they were on the quarter deck the Admiral asked what all that noise was below; a great deal passed, but I could not hear it; I went away. After that Taylor told me to go down to the lower deck. I was going up to the

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head, where I saw Collins, the prisoner, smoking a pipe on the forecastle; I asked him what the people were talking of below? he answered I might as well come down and I should know. Just as we had ended, Cumings, the prisoner, came up and said, there is Franey on the foregratings as drunk as hell, and quarrelling with every body that comes past. Collins knocked the fire out of his pipe, and went below with Cumings; I followed them, but when we came there Franey was gone. Collins went up again, and I went to the lower deck and saw Franey in his own birth. I went up again under the forecastle, and Collins asked me if I had seen any thing of Franey since; I told him yes, he was in his own birth. He asked me if I thought he was drunk; I told him I thought he was: I had seen him in the foregratings as I came up the first time. I then went to my own birth, and staid till six o'clock. I went to the lower deck on the larboard side; there I saw Taylor, Collins, Chesterman, Fitzgerald, Ward, and Lockyer, the two latter were in their own births; they were all speaking about carrying the hammocks up in the morning, and a number of people were listening to them. The people who slept aft were to come forward. I heard Collins say he had passed the word aft, and the people had all agreed to it. After the discourse was settled about the hammocks, Taylor observed to the company they must beware of Mr. Staunton, the master's mate. Collins made answer, saying, d—n him, he will be no trouble at all; we can smother him in his bed. I said, Collins, I hope you will do no such thing. He answered, d—n my blood, what's one man's life to a thousand? I said Jack, I hope there are none going to lose their lives. Taylor observed he hoped we could do without it, but there was one more man we must take care of, John Blake, the boatswain's mate. One among the crowd said, d—n him, we can hustle him among ourselves. I went away a little while after; I met Taylor on the lower deck, and asked him if he was going forward again to make such a noise as in the afternoon? He said he did not know. I told him I thought it would be better to get three men to speak to the Admiral when he came to the hatchway; for, that when we were together making such a noise, no one could know what the Admiral said, or the Admiral what the ship's company said. He said he thought that would be the best way, if we could get any body to speak to the Admiral. I told him I dared say there were plenty in the ship would do it; he said I dare say Collins will do it and Rowland; I then went away to the middle deck. Between six and seven I met Rowland on the middle deck, and began to tell him what Taylor and I had been talking about; he said he was agreeable to speak, as he thought it better for two or three to speak to the Admiral than so many. On Monday morning I met Taylor on the middle deck, and asked him again about my letter; he said I had better wait another day or two, he told me when the hands were turned up to unmoor, to repair to the lower deck again. After dinner, as I was carrying my dirty water to the head, I saw a parcel of people standing at the foremost gun of the main deck; I saw Franey over the breech of the gun, and Chesterman with a pair of pea-squeezers in his hand, to cob him with. Before he began, he pulled off his hat and said, he was going to cob him for breaking the rules and laws of the ship's company, he then gave him a dozen. On five o'clock in the evening of Monday I was going down the starboard side of the lower deck, when I met Cooke, the prisoner, who asked me where I was going, I told him no where in particular, he said you may as well look out here, I asked what for, he said they were going to do some business, I told him I was going to look out on the other side; I went back, and crossed over the foregratings and

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went into Chesterman's birth, where Fitzgerald and Chesterman were talking about it; Chesterman called William Lockwood and asked him if he would look out; he then went out of the birth and was taking a man out of every birth all the way aft to the main hatchway; as he came back he gave the watch-word. If any officer came forward the watch-word was, give me a chew of tobacco; then he went into the midship birth, under the bowsprit, along with Taylor, who began to write a letter; there was no other man in the birth, or near, except the people looking out: an officer came forward, they sang out, who will give me a chew of tobacco; the candle was put out till the officer was gone, when they began again; the second watch-word was, knock that rat down. An officer came down, and the light was put out again; as soon as he was gone, the watch-word was, I want to water: an officer came down, the light was put out again: Taylor and Chesterman went into Rowland's birth, where the letter was finished; after the letter was finished and directed, Taylor asked who had got a seal. Daley said don't do that, you should not seal it, he then got a key of a chest and pressed it on the wafer; then Chesterman and Taylor went to the midship birth with the letter, and I followed to see where it was going. Some conversation passed between Taylor and Chesterman to know which way it was to be conveyed to the Admiral. Chesterman thought it would do if he could give it to a Quarter-Master to put in the binnacle; Fitzgerald came up and asked Taylor if the letter was gone, Taylor answered no; he said if you give it to me I will give it to James Shaw, the marine, who will have the middle watch to night, and he will put it in the Admiral's Steward's birth; Taylor said, we want the Admiral to get it to-night, they could contrive no way to get it to the Admiral that night, and Taylor gave it to Fitzgerald; I heard no more of the letter till I heard it read on the quarter deck; I am sensible there was no man but Chesterman and Taylor knew the contents of the letter, except it was broken open afterwards and read. On Tuesday morning Taylor came to me on the main-deck, and asked me if I had any of his writing? I told him no, I had not. He asked me if I was sure of that? I said I would overhaul and see to convince him, but I was sure I had not, he told me if the hands were turned up to unmoor, to repair to the lower deck as before; I told him very well. In the afternoon I was on the lower deck in Chesterman's birth, Chesterman asked me if I knew Hazard, and if I knew any thing of his carrying messages to the officers; I told him I never saw him, and I had never spoke to him. Chesterman and Fitzgerald fell into discourse about it, they wanted to put an end to him by some means or other; Fitzgerald said if he was put into a bread-bag they might heave him overboard; Chesterman seemed pleased at the idea. Some other conversation passed I did not hear. They made it up at last to let him remain till the business was all settled; Taylor being present at that time, said, you must take care what we talk before him. I went away, and walked the gangway with Taylor. I said Ned, I think it is a foolish thing coming down on the lower deck when the hands are turned up to unmoor. He asked me why, what could I find better? I said we should shew ourselves more like men to go on the quarter-deck, and tell the Admiral our reasons, so that every man might answer for himself if spoke to; that if we went to the lower deck it would only give the officers the trouble to come down and drive us up as before, and you may be sure they will be down when the hands are turned up, and very likely before we can get out of the middle deck. He said very well, I shall consider and see about it. Soon after he told me that was to be the way, and the word was passed,

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by whom I cannot tell, that when the hands were turned up to unmoor, we were to go on the quarter-deck.—On Wednesday morning that word was passed again the first thing; one of Verrick's messmates came to our birth, he was the Surgeon's servant, a black man, and asked if his messmate was there; I told him he was not there; he said he was somewhere about the ship, and he believed he was groggy. I went to the lower deck, where I was asked by one of the prisoners if I had seen any thing of Verrick; I told him I had not—he told me he was somewhere about the ship drunk; and must be found. Soon after I was walking the middle deck, where I saw Verrick walking the starboard side of the gallery. I went down on the lower deck, and called Chesterman and Collins; I told them I thought he was not drunk; Collins said he was drunk just now, for he saw him in the Admiral's steward's birth, and he dared say he had been asleep, and that might make him a little fresh again: there was nothing said to him that night; the word was passed when all hands were turned up to unmoor, to go to the forecastle and fore-rigging; Taylor gave it me; Chesterman, Taylor, Ward, Cook, and Fitzgerald, were the only persons I ever saw pass the word. On Thursday the same word was passed again, our Admiral went aboard the Commander in Chief; I went down and asked whether they had or were going to cob Verrick yet; or if they meant to do it; he asked me if I saw him last night; I told him yes, and did not think he was drunk; I went away from him, and went to Chesterman, and asked him what they were going to do with Verrick. Do with him, cob him, to be sure; I told him I thought he was not drunk when I saw him in the gallery; I told him Ward thought it might give him a caution not to drink so much again: that be d—'d, because he is a bit of an officer he is to be screened—I was told afterwards he was cobbed, but I did not see it; he had a dozen and a half: the word was passed by the prisoners to repair to the forecastle and fore-rigging when the Admiral came on board; I was told it by Taylor—When the Admiral came on board, he produced the letter, and asked if it was known by the ship's company that such a thing was done: all hands answered yes:—The Admiral read it, and asked a second time if they all knew it: they answered yes; he asked the marines if they knew it, they made no answer. He asked the ship's company if he should read it over again, they answered no; all I heard was, the Admiral said, when the hands were turned up to unmoor the ship, he expected it would be done accordingly. A great deal of conversation passed I did not hear. He satisfied the ship's company very much, they seemed all well pleased at what the Admiral said, but still determined not to unmoor the ship to go to the West Indies. About a quarter after twelve, I saw M'Evoy on the quarter-deck, talking to one of his officers. After the hammocks were piped down, I went to his birth and called him; he followed me as well as he could under the hammocks till he got against the breech of the middle gun. I asked him what he was doing on the quarter-deck, he did not make any other answer, than he did not know, only he said his officer told him he was a d—d rascal; I then told him he was drunk; he said no, he was not, he had not drank a drop that evening. Some little time after I went down below to unlash my hammock. When I got to the foot of the fore-ladder, I heard the irons shoving up; I went over to the larboard side of the deck to Fitzgerald's birth, and told him M'Evoy was drunk, and that somebody was going in irons, but I did not know who it was, he desired me to go and see; I went up the main ladder and saw it was a marine; I came down the main ladder again, and coming aft of the deck, I saw a marine I knew.

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I asked him what his messmate was put in irons for; he said he had no messmate in irons; I said there was a marine in irons; he said yes. I asked him what it was for; he said he did not know. I said I believed he was drunk; he replied he did not know. I said he must have done something amiss, or he would not have been confined; he said he had abused his corporal. I said if he had got drunk and abused his officer, and got in irons, he must work himself out as well as he could. I left him, and went down the fore-ladder into the lower deck, into Fitzgerald's birth. I asked Skelley where Fitzgerald was; he shewed him on the gangway; I went and spoke to him; he told me I should stop, he was busy. I then went to his birth alongside Skelley, and I saw Taylor come down and call him away. I was sitting in the aft part of the birth, and looked round and saw them run as far aft as the gun-room. I then went forward to John Maitland's birth; I said Jack, there is a marine in irons. He asked me who? I told him M'Evoy, he said we must have him out, I asked him what we must have him out for; he said there were no prisoners allowed. I said he was as drunk as hell, and he had better let him bide. I had scarce said that, when I saw a parcel of people go up the fore-ladder; I heard Taylor say, bear a hand up from below, every man fore and aft. All the people in Maitland's birth were myself, Ward, and Lockyer. I then went away to the fore-ladder, expecting they were going to release the prisoner. I could not get up time enough, there was nobody there; I went past my own birth, and sat down before the foremost gun, till I thought it was all over. I then went round under the bow-spirit and came back again between the foremast and the copper: I had not been there five minutes before John Davis came in and asked for a hat, who will lend me a hat to go on deck in—no one made him any answer. I can't say whether he was gone when Mr. Glover came and called me to go upon deck: I told him yes, I would come directly; I went to the fore-ladder, not knowing the gratings were on, I could not get up there; I went to the main-ladder, when Glover came to me, and told me I must go up the after ladder, over to the larboard side of the main deck. Mr. Charlton was walking along side, and Mr. Staunton before us. I went on deck on the starboard side by order of the officer. The Admiral came round, and putting the lantern to my face, said he thought he heard my voice on the forecastle; I answered him no Sir, I was not there, he said he believed I was, till I told him Mr. Glover sent me up from below; he then passed me, and said no more. The next morning, Friday, the boatswain's mate told me to go aft; as I was going Mr. Brown seized me by the collar, and sent me under the poop-awning, as a prisoner, till the Admiral and Captain came up; I was ordered to the quarter-deck, the Admiral said this is the man I spoke to last night; I answered him yes, but told him it was a mistake; he told me to hold my tongue, and not speak. I heard the Admiral ask if that was not the man who spoke to the marine last night? the Captain answered yes, it was. Then the Admiral said, that's the man who turned the hands up. I said no, Sir, it was not. He told me not to speak another word. I was then taken away, and remained till three in the afternoon; I was then sent aboard the Windsor Castle as a prisoner.

Q. *By Captain Eyles.* Did you ever hear Collins, Chesterman, Fitzgerald, or any of the prisoners say they were the delegates for the ship? A. I have heard Taylor and Chesterman say so, no other person. Q. Where were Chesterman and Taylor at the time they said so, and who else were present? A. They were in Chesterman's own birth, nobody heard it but myself, it was on Wednesday afternoon, Fitzgerald, Ches-

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terman, Taylor, James Kelly, Henry Classon, and Thomas Riley, were playing at Checkers. Q. Did you ever hear any of the prisoners propose to break open the magazine or gunner's store room? A. I never did, nor any of the ship's company. Q. Did you ever hear any of the prisoners speak of loading the lower deck guns? A. I never did. Q. Did you ever hear any of them speak of rushing aft to kill the officers? A. I never did, I heard Taylor and them say on the Saturday they were not going to hurt any officer. Q. Between the 1st and 7th of December, did you hear any thing of an oath taken to stand true to each other, or a toast being drank? A. I never did.

By the Court. Q. At the time you confess the ladder was unshipping on the lower deck, did you hear any body call out for shot? A. Yes, I did, Q. Where were you standing at that time? A. Before the foremost gun upon the lower gun deck. Q. Now, upon your oath, do you declare you did not see either or the whole of the prisoners at the time shot was called for? Q. I saw Ward, the prisoner, standing close to me; we were standing so thick I could not see, except when the scuttles were up, I did not see any other of the prisoners. Q. Where were you standing when Hillier called out to lower the ports fore and aft? A. I was sitting close against the breech of the foremost gun. Q. Which of the prisoners did you see at that time? A. I saw Hillier, Ward, and Lockyer. Q. Do you recollect seeing any thing of any cartridges of powder in that part of the ship, or burning matches? A. I never did. Q. When the ship's company were turned up to bend the sails, did either of the prisoners remain below to your knowledge? A. No, I did not see them. Q. Look round at the prisoners, and point out those who have said they would not go out of the land? A. I have heard them all say, we must not go if we can help it, and the whole of the ship's company besides them. Q. Did Mayfield, Lockyer, and Ward, go on deck when you did? A. They followed me out of the birth, but I did not see where they went. Q. Did the prisoners consider you as a principal actor in this business, or only as a messenger? Was you fully in their secrets? A. I was fully let into their secrets. The reason I was let into their secrets was my letting them into mine. When I went down with a sheet of paper, Taylor knew he had trusted me with so many before, he thought he could trust me with this. Q. From Taylor and Chesterman's having such confidence in you, and letting you into their secrets, did you never hear them mention any thing about an oath? A. I never did. Q. Did you see Daley in the manger? A. I did not, I was standing right in midships, on the starboard side, I could not see; Daley might have been on the starboard side and I not see him. Q. Did you see any person look out of the hawser hole for boats? A. No, I never did. Q. Did you hear Ward, Hillier, or any of the prisoners desire Daley, or any one to do so? A. No I did not. Q. Did you ever see Cross in Mayfield's or Ward's birth? A. I never did, I never heard him speak any thing. Q. What was your reason for pointing Rowland out as a fit person to go aft? A. Because I thought he was a fit man to speak to the Admiral, and give the Admiral an answer when he spoke to him. Q. Do you mean by that he was a man who frequently gave his opinion upon these subjects? A. No Sir. Q. Do you know whether the bucklers were on or off the hawse-hole, or whether there was any day-light? A. The ports were all up.

Captain Jones. You frequently carried messages between Chesterman, Fitzgerald, and Mayfield's birth, and reported every thing that was going on. In what light did you consider those people in this business? A. They were the principal men. Q. Look round at the

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prisoners, and name those you looked upon as the ringleaders? A. Chesterman, Taylor, Ward, Mayfield, Fitzgerald, and Cooke.

Q. *By President.* Who was the person who said you must beware of Mr. Staunton? A. Taylor said, that Collins said d—n him. Q. Don't you think that was being a ringleader, what do you think of Hillier, who called to lower down the ports, who were the other ringleaders or active men? A. Collins, Hillier, Cumings, and Lockyer. Q. Was not Daley? A. I never heard him say any thing but about sealing the letter. I never saw him. Q. Was not Christopher White? A. I saw nothing of him. Q. Do you know any thing of Rowland? A. Nothing but his being proposed to go aft. Q. What do you know of George Cross? A. I know nothing of him. Q. Although you have mentioned that several of the men have not said much to you, don't you, to the best of your opinion, think the whole of the prisoners were the leading men in the disturbance on board the Temeraire? A. No, Sir.

Q. *By Mayfield.* Did I go aft on the quarter-deck on the Saturday with the people, to say the ship could not go? A. I cannot say. Q. Did you ever look forward on the forecastle while the people were aft? A. Admiral Campbell and Captain Eyles said, they saw you on the forecastle.

Q. *By Ward.* Did you see me present, at the time the letter was wrote? A. No, I did not. Q. Did you ever receive any orders from me? A. No, I did not. Q. Did I ever order you to go with any messages? A. No, you did not. Q. Did you ever see me active fore and aft the ship, or in any other person's birth? A. Yes, I have, in my own birth; you told my messmates not to carry their hammocks down in the morning.

Q. *By Chesterman.* Did you ever hear me make mention to any person or persons in the ship, any thing concerning a rocket, as a signal, to any of the ships in Beer-Haven? A. I did not. Q. You say, you heard me and John Snowden discoursing together, on the first beginning, did you not hear me say privately to Snowden, that some of the petty officers should make known to the Admiral and Captain the state of the ship, to prevent any further mischief, and to endeavour to suppress it? A. No, I did not.

Q. *By Fitzgerald.* Upon the oath you have taken, did you hear me say any thing about a lighted match? A. No. Q. Did you ever see me in Mayfield's birth drinking with the best part of the prisoners? A. No. Q. Did you ever see me in my own birth with a sheet of paper reading to a great number of people? A. I never did. Q. On Monday, at what time, and where did Taylor give me the letter? A. About a quarter before eight o'clock. Q. Where? A. He came and gave it over my left shoulder; he reached over the cable. Q. Who was present when I spoke to Chesterman about putting Hazard in a bread-bag and destroying him, and where was it? A. In your own birth; I do not recollect any by name but Kelly; there were others there, and Taylor came before it was finished. Q. On Thursday night, who was present when I told you to go up and see who was in irons? A. Kelly, Riley, and Classon. Q. Who was I busy with at the time you wanted to speak with me? A. Spencer, Cumings, and several people beside; they were talking about a pig. Q. Did you see me and Allen drinking together? A. I never did. Q. In the course of you and me being shipmates, did you ever see me and John Anfrey, at any one time, in conversation together? A. I never did.

Q. *By Collins.* Do you, on Saturday, remember seeing me, about nine o'clock in the morning, going round the deck with Chesterman

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and Fitzgerald, soliciting the people to go aft on the quarter-deck. A. No. Q. Did you hear me, on Sunday the 6th, when the hammocks were going up, very much in company with Fitzgerald, singing out, D—n your eyes, you don't know your own mind? A. No, I did not. Q. When you was forward on the lower-deck, in company with me, Taylor, Chesterman, Fitzgerald, Ward, and Lockyer, were there no other persons you can call to recollection who were there? A. There were a number of others besides, whom I do not recollect. Q. Was you there before me? A. I was not. Q. You stand here evidence for the King, and you are concealing your evidence; do you not remember coming to my birth, and calling me to come forward? A. I never went into your birth at all; I do not know what birth you messed in; I do not remember calling you. Q. Do not you remember telling me you had taken two great coats from two marines, to disguise yourself? A. I took the great coats up; but I really forgot I ever mentioned it to the prisoner. Q. Did you see me in any of the prisoners' births, drinking or discoursing with them, except on Sunday the 6th of December? A. I never did. Q. Did you ever see me in any assembly or meeting of the prisoners, or using any more freedom during the 1st and 11th of December, than at any other time? A. I never did, more than going after Franey, to see if he was drunk, and on Sunday, as I before mentioned.

Q. *By Admiral Collingwood.* Did you ever hear Collins propose to smother a mate? A. No, Sir. Q. Do you remember seeing any letter wrote in Taylor's birth on Wednesday evening? A. No.

Q. *By Lockyer.* You have stated in your evidence, I was a leading man in the disturbance, and that you was employed in carrying messages for the leading men to those in their confidence; did you ever hear me give any orders, or desire you to carry any messages during the disturbance? A. I did not. Q. What part of the disturbance did you find me a leading man in? A. On Sunday afternoon, when the ports were lowered down; the first I heard call for shot, was Lockyer. Q. From that circumstance do you state me to be a leading man, when you also say, that several others called for shot? (Here the Court interfered, and the prisoner thought fit not to press the question.)

Q. *By Cumings.* Did you ever hear me cry out, haul in the scuttles? A. No. Q. Yet you say I was active. What then was I active in? A. In the first place, when the letter was writing, the prisoner was looking out for the Officers. On the Sunday, when the Officers were coming, he passed me on the larboard side of the lower-deck; and when the men were running, he said, here are men to stand by each other. Q. Where was I? A. Between the two foremost guns.

Q. *By Hillier.* Did you ever see me in conversation with any of the prisoners during the mutiny? A. No, except when you lowered the ports down.

Q. *By Daley.* You say there was no one in Rowland's birth but Chesterman and Taylor. Where was I? A. I cannot say. Q. On Sunday the 6th December, did you see Anfrey on the larboard side forward? A. No. Q. Could he have been there without your seeing him when the ports were lowered down? A. There were a great many I could not see.

Q. *By Admiral Holloway.* Did you see either of the prisoners, or did you hear any of them say they were ready to go and assist the Admiral and Officers in carrying the ship to sea and obey? A. I never did.

Thomas Spencer examined. This witness spoke as follows:—On Tuesday, the 8th of December, from six to eight in the evening, I

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saw Collins, Ward, Fitzgerald, Jones, Cross, Mayfield, Chesterman, Cooke, and Taylor, with a book on the table, and a sheet of writing paper on the book, Collins telling Taylor what to put in the paper. I asked Cooke what that was concerning? and he told me it was a letter they were writing to the Admiral. The people were sitting outside their births, and when Lieutenant Forfar came afore, the people sung out, a rat! a rat! and, throwing their hats down on the deck, said, they wanted a chew of tobacco, and that they wanted to p—ss. Then the people ran out of the birth, and Collins ran out of the starboard side and sat on the cable. Taylor ran in between the hammocks, with the book and sheet of paper in his hand; and when Lieutenant Forfar went, all the people went into the birth again to write the letter; but how it went to the Admiral I do not know. Ward constantly walked round the deck on the 8th, 9th, and 10th of December, desiring the people not to take up their hammocks till they were piped up. He proposed barricading the hatchway fore and aft with the hammocks: and if that would not do, when the hands were turned up, the ship's company were to rush aft, disarm the sentinels, and take charge of the arms. On Sunday afternoon, Taylor wanted to block the hatchway fore and aft. He said he had helped to cheer in several ships in his life, but he never cheered so heartily as in this. As soon as the Officers came on the lower-deck, and called out to fire, he answered, "Fire and be d—d," and calling for crowbars, he sung out, "Kill 'em, kill 'em, kill 'em, the b——s." When the Officers got some of the people to haul up two or three of the midship ports, Mr. Forfar stood in the fore-hatchway. Taylor jumped into the fore-hatchway to lower the ports, and Mr. Forfar shoved his sword at him, and he jumped back to the other side, and spoke to Lieutenant Douglas, but what he said, I do not know. The people hustled one another to go on deck. Harry Skinner sung out, with his hands to his mouth, that they were willing to fight for their King and country, but it was peace, and they would not go out of the land. Then the people began to cheer. On Sunday, Cooke wanted to take the arms while the hammocks were in the hatchway fore and aft. He went round every night to pass that order, I heard him, and he told me so himself. Also when the men were aft, he was the chief in singing out, "No, no, you b——rs, why don't you sing out? Why do not you stick true to each other?" He was first in the front of the people; then he fell back and said, why don't you sing out? Also when the grog and wine were served, he went round the deck, desiring every man to drink his allowance. Then, when he got forward, the people used to sing out. Every one their own. Also, when the ports were down on Sunday the 6th, he sung out, Unship the ladders, and endeavoured to upset Lieut. Douglas coming down the fore-ladder. John Fitzgerald very frequently went to the people to put fresh mischief in their heads, generally with a mob round him. He sent for M'Evoy, the marine, one night, to go through the marines, to get them on their side, if such a thing happened again. M'Evoy, in my presence, went and came back again, and told Fitzgerald, in my hearing, that he had passed the whole of the story throughout the marines, to stick true to the sailors. If such a thing happened, he said, there might be some young *Gulpins*, who, if the Captain ordered them to fire, might fire; but the rest would throw down their arms, and join them. I have seen Chesterman corresponding with the others, but he always made me go out of the way: he wanted none of my hearing there. On the 10th of December, as Chesterman was on the morning watch, he said, if he saw any man bring his hammock out before they

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were piped, he would fetch him down the ladder, break his neck, and get more hands to help him. Thomas Jones was talking of getting possession of the arms, and said, if that would not do, it was easy to break open the gunner's store room and get charge of the tomahawks. This was on Wednesday and Thursday. Rowland, the carpenter, said he would not clap a hand to ship a capstan bar, if the ship was going down. At this time he was abreast of his own birth, on the starboard side. Mayfield I have heard hold conversation with the rest, but I cannot tell what he said. On Sunday the 6th, before we bent sails, I heard Hillier and Daley say on the lower deck, that they had got some powder in the nipper lockers, that would send all the officers to h—ll; and if that would not do, they would turn to and kill every officer in the ship. Daley said, he had got eight or nine cartridges of powder, and four or five matches, and one constantly lighted, and two rockets to make signals to the other ships; and said when they were all gone, they had got some more.

THIRD DAY, JAN. 8.

Thomas Spencer was again called.

Q. *By Captain Eyles.* On Sunday, the 6th of December do you recollect hearing Collins say any thing about smothering Mr. Staunton in his bed? A. I am not positive about it.—Q. Did you ever hear any of the prisoners call themselves delegates of the ship? A. No, I did not.

Q. *By the President.* From the 1st to the 11th of Dec. did you hear or see any of the prisoners taking an oath to stand true to each other, or drinking any particular toast? A. I did not.—Q. Look round to the prisoners, and say whether any one of them shewed any signs of remorse, or expressed any desire to return to their duty? A. No.

Q. *By Admiral Pole.* Did the witness at any time see Chesterman, White, Lockyer, or Cumings, in consultation with the other prisoners, or aiding or assisting them? A. I heard them on Sunday cheer. Q. Did you see White attempting to unship the fore-ladder. A. I saw White at the main-ladder of the larboard side, trying to lift it up, when I went forward.—Q. Do you recollect his coming forward, and calling for shot, after he had tried to unship the ladder? A. Yes, on the larboard side, when the officers were come down on the lower deck, to haul the ports up.

Q. *By Admiral Collingwood.* Was the book you mentioned a Bible? A. No; it was a writing-book, with a parchment cover.—Q. Did Ward tell the people to barricade the hatches when he went round? A. Yes, at the same time.—Q. At what time did he inform them of the plan of disarming the marines? A. On Thursday, when the Admiral came on board, they expected the hands to be turned up to unmoor ship; then they were to rush aft and take the arms, at the same time that the Admiral read the letter on the quarter-deck to the ship's company.—Q. Do you recollect any of the prisoners with Ward, at the time he used these expressions? A. Mayfield, Allen, and Fitzgerald, were present.

Q. *By Mayfield.* Where did you see me with Jones the prisoner; and at what time? A. On the forecastle, upon the 6th of December, Sunday.—Q. Where all the prisoners together at any time? A. No.—Q. Where, and what time, did you see me with Allen? A. On the 6th, upon the forecastle, smoking his pipe.

Q. *By Ward.* You say, on Thursday, the 10th, I said to the ship's company go aft and take possession of the arms. What watch was

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at that time on deck? A. I cannot say.—Q. Did you see me below? A. I did on the lower deck, during the watch.—Q. Did you ever hear me order any man not to carry his hammock? A. Yes, I did; you told me yourself, as I was sitting outside my birth.

Q. *By Chesterman.* Where did you see me on Thursday morning, I having the watch on deck? A. Down, lashing the hammocks up. Q. Was there any person or persons near me at the time you say you heard me say, "If I saw a man fetch his hammock up before they were piped up, I would knock him down the hatch-way?" A. Yes there were Hillier and Thomas Walsh.

Q. *By Fitzgerald.* Where, and at what time, did I send for M'Evoy, and who was the messenger? A. From five to eight. It was dark, and I could not see the man. I was in the galley; there was nobody there but myself.—Q. Did you ever hear me say, that the first man that should attempt to lay out upon a yard—[Here the prisoner was acquainted that no such evidence from this witness was offered against him, and he forbore putting the question.]—Q. Did you ever hear me and Anfrey hold any conversation together between the 1st and 11th of December? A. I have seen them both walking together. Q. When and where? A. On Tuesday, on the lower-deck.

Q. *By White.* When you say you saw me trying to lift the ladder down, did you see any one with me? A. Yes, Sutherland.

Q. *By Lockyer.* On Monday morning, between six and seven o'clock, when a number of people were by the forebits, on the starboard side, talking about barricading with the hammocks, did not you hear me tell them it was better to carry their hammocks as usual when they were piped up, and do the duty of the ship, as there were no signs of unmooring ship, and we had better be all quiet, and return to our duty?—A. I did.

Q. *By Cumings.* Where was I on the lower deck when you saw me cheer? A. On the larboard side.

Q. *By Hillier.* At what time of the day was it you heard Daley and me speak about the powder? A. About half an hour before the hands were turned up to bend sails.—Q. Was it my watch on deck? A. It was.

Q. *By Daley.* Where was I standing when you heard me and Jones talk about the tomahawks? A. About the aftermost bits, on Sunday, about two o'clock.—Q. You say you heard me talk about powder and matches, did you ever see them? A. No, only what he told me himself.—Q. Did you see me on the forecastle on Thursday night, when the people were collecting, when Admiral Campbell and Captain Eyles were walking there? A. I did.—Q. When you called me out of my birth on Thursday to tell me about the pig, did I not go to the other side of the deck? A. Yes.—Q. When you went away, who did you have with you? A. Robinson.—Q. Did you not leave the man who was talking with you? A. He went away before I did, and as I was going away, he came back.—Q. Where the people on deck before that time? A. No, they were not.

John Blake, Boatswain's Mate sworn.

Q. *By Prosecutor.* Relate to the Court what you know against the prisoner Mayfield.

Witness. On the 5th, I saw a mob collecting in Ward and Lockyer's birth; it appeared that Fitzgerald was one of the chief persons. Soon after the mob collected, Ward and Lockyer came forth before one hundred and odd men along the bey up the fore hatchway, and soon after the ship's company followed. On Sunday, after bending

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tail, I saw Fitzgerald in different parts of the ship with a number of people. About one o'clock the mob rose in Lockyer, Fitzgerald, and Chesterman's birth, and the ports were shortly after lowered down. It appeared to me that Fitzgerald and Chesterman were the ring-leaders. I could not hear any of them but Cumings, who stept before the mob, and said to one of the officers, Mr. Pugson, who was casting off the netting, "Hang the rascal." He ran to the fore-ladder, and endeavoured to unship it, but he could not. During Sunday it appeared to me that a number of men, to the number of two or three hundred, came to Fitzgerald and Chesterman's birth, at different times of the day, which proved clearly to me they were the most active. When the men went to the birth they stooped down, and from all of them making that motion, it appeared to me they were taking the oath, or passing the word. It appeared to me Riley and Fitzgerald were messmates, by their continually going up and down the ladder. On Tuesday, the 8th, there was an order by the Captain and officers to get some strong beer on board, and broached. Soon after it was broached, Lockyer and Ward came on the main-deck, and gave orders that no beer should be drank; Taylor gave the same order. Fitzgerald said on Sunday, after the cheers were given, Now the sun shines on us all at last, and then went up the fore-ladder. He asked M'Knight, abreast of Staunton's birth. Are you a man after my own heart.

Q. *By the President.* Did you hear any of the prisoners say they would not go out of the land? A. No; they kept every thing very close from me.—Q. Did you see any of the prisoners go into Chesterman and Fitzgerald's birth? A. Ward, Cooke, White, Lockyer, Cumings, and Daley, were in Chesterman and Fitzgerald's birth.

Q. *By Fitzgerald.* Who was the person I told the sun shines upon us now?—[The prisoner did not press this question.]

Q. *By Daley.* Do you know whether I was on duty when I was walking abreast of Fitzgerald's birth, as you know my duty required me to be there, at that side of the deck about those hours, from the time the hammocks are piped up till they are piped down? A. He was not in the execution of any duty; he looked very stern at me.

Michael Fielding, sworn.—Adam Bell came over on Saturday, at ten o'clock, from the larboard to the starboard side, forward on the lower deck, as Fitzgerald and James Kelly were walking past their birth, to inform them a great many people were talking of going aft in regard to not going to the West Indies. Fitzgerald made answer, the word should be passed to the ship's company, and see what they would say. All hands went aft on the quarter-deck and came down again. I heard Chesterman say, the Admiral gave no satisfactory answer, and without doubt they were going to the West Indies. About two bells after dinner the word was passed for no man to drink more than his allowance. The same night the word was passed, if ordered to unmoor ship, all hands were to go forward, and say they would not unmoor except for England. Taylor passed the word. I heard Chesterman give the orders to a great many, as I was walking the deck. The word was passed two bells after dinner for all hands to go forward. Fitzgerald and Chesterman desired that the men on deck should all come down. I heard a voice say, Come forward, lower all ports. I saw Chesterman and Fitzgerald lower the ports next their own birth, and cry out lower away: and all hands repeated the cry, and called out. Wad and shot; no place but England! The First

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Lieutenant, Mr. Douglas, came down to the fore hatchway, and told the men to come aft and speak to their Admiral. All hands said they would not, for that they wanted to shiver them on the quarter deck. They called for wad and shot, and James Riley called to hand the match; it was only to frighten the officers; there was no intention of carrying the threat into execution; it was done to prevent the officers coming down. Mr. Douglas called out a second time that the Admiral wanted them on the quarter deck, and for them not to make such a noise. I heard Riley say, strike the rascal with a shot. On Monday I heard Chesterman say, clapping his hand on the foremost gun, this is the very piece of ordnance that will do the business. The same night I heard him give orders to bring the hammocks forward and stow them on the larboard side of the lower deck forward, run in the foremost guns, and stow the hammocks so as to leave no room for any person to come in and out. If the guns should not be loaded, and the officers broke in, every man was to seize a shot, and stand in his own defence. The same night I heard Collins say, he was ordered by the ship's company to get money for a marine's wife, as the marines subscribe to their women. Money was subscribed that night. Next morning I heard Chesterman say there was a great watch the night before. They could not stow the hammocks. At this time I was under the forecastle swabbing it; The same day I heard him say, if all hands should be called to unmoor at any time, all were to appear on the forecastle and forerigging, and give three cheers, and if they attempted to fire from the quarter-deck, to make a charge and seize the marines' arms, which they expected would be given up without any trouble.

Q. *By the President.* Did you hear an oath proposed by Fitzgerald, to be true? A. No.

Q. *By Fitzgerald.* Did you hear any of the prisoners talk of drawing the main deck guns? and who was present? A. I did; Chesterman told me of it as I was going forwaad in my duty.—Q. Did you ever hear Collins pass the word to go on the quarter-deck? A. I did not.

The Court was then cleared for a short time. On its being reopened.

Timothy Whitfield was called and sworn.

Q. *By the Prosecutor.* Do you know Cross? A. Yes.—Q. Did you ever see him assist in carrying crow-bars forward, between the 1st and 11th December? A. Yes.—Q. On What deck, and at what time? A. On the lower deck, between four and six o'clock on the evening of the day on which the Admiral came on board. Q. State any thing further you know respecting the whole of the business. A. Lockyer and Cumings were assisting in the same act. I was sitting in my birth; Anfrey came and said, they were going to take the crow-bars! Mayfield told him not to bring any stories forward to him, for he hid not want to hear them.

John Snowden examined.

Q. *By the Court.* On Sunday the 6th, in the evening, did Cross come to your birth, and say you are wanted forward? A. Yes.—Q. What answer did you make? Q. I told him I did not chuse to go. —Q. Did he ask you if you intended to stand neutral? A. Yes.— Q. Do you know any thing against any of the prisoners? A. Not a single thing.

Q. *By Captain Jones.* What do you suppose was meant? A. I understood something improper was going on; I judged it was a determination not to go to the West Indies.

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Mr. Douglas, Boatswain, sworn.

Captain Eyles. Relate to the Court what you saw of Collins, at the time they were hustling me on the forecastle on Thursday the 10th in the evening. *Witness.* Captain Eyles came forward on the larboard side of the forecastle, the ship's company were all up in arms, singing out, no prisoners; all gathered round the carronade. Captain Eyles rushed into the middle of them, seized William Waddy, and brought him out by the collar. John Collins, the prisoner, and a great many more, were round him; they got before Captain Eyles, the prisoner, and myself, three different times. Captain Eyles still kept hold of the prisoner. They shoved him three times before he got him out; Collins joined in hustling him; he came right before him, and pushed up against him with his arms hanging down. I was obliged to lift my arms, and ask him if he knew what he was about. I was looking at Collins, and my hand was on his breast keeping him off. I said do you know, you d——d rascal, who you are shoving? you'll suffer for this by and by.

Q. *By the Court.* Whilst you were standing on the forecastle, do you recollect seeing any of the prisoners? A. I do not; it was very dark; I heard the voice of Fitzgerald.

Q. *By Captain Aston.* I want to know if any of the prisoners acted in a particular manner in the mutiny from the 1st to the 11th of Dec. A. Some on the quarter-deck, and in different parts of the ship. There were Mayfield, Ward, Chesterman, Rowland, Cross, Cooke, Collins, Lockyer, Hillier, and Daley, particularly on Saturday.

Q. *By Captain Wells.* When Collins shoved Captain Eyles, did it appear to you that it was done with a view to rescue the man whom he had collared? A. Yes.

Q. *By Collins.* Did you not hear me say, for God's sake stand back, at the same time forcing the people back? A. No.—Q. Do you think it was possible for me to stand the force of the people, as I was in the front of the line on the larboard side when the lane was made for Capt. Eyles to go forward, they having acted in so mutinous a manner? A. I understand they were all alike on that side of the forecastle.

Q. *By Daley.* When the hands went aft on Sunday, were they not ordered aft by the officers? A. They were ordered aft, but did not go till the First Lieutenant went aft, accompanied by the other officers. The ports were down, I heard different voices in the bay calling out, kill the b—s. The ladder was slipt from under me, and I fell down; I was immediately got up again. The people were all standing fast. Lieutenants Douglas and Brown, and Mr. Staunton, mate, pushed right forward, with swords drawn and pistols in their hands, and got the mob away. I saw Mr. Brown clap a pistol to one of their ears and they flew upon the quarter-deck.—Q. When the hands were turned up to bend sails, did you see me on the accommodation grating, coiling down the nippers to fetch them below ready? A. I recollect seeing you there.—Q. Did you say, Bear a hand and get the nippers below? A. I do not recollect.

Q. *By Admiral Holloway.* Where did Collins do his duty in the ship? A. He was the ship's butcher.—Q. Do you know of any order given to Collins on the forecastle, the evening Capt. Eyles seized Waddy? A. No, Sir.

John Wm. Dare, the Purser's Steward, sworn.

President. Relate to the Court what passed between you and Collins in the store room, on the afternoon of Thursday, the 10th of December. —*Witness.* On Thursday afternoon the hands had been turned out on

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the quarter-deck: Collins came below to the steward's room, to turn some meat which was in pickle. I began to discourse with him as follows:—Collins, what do you think of the speech the Admiral made on the quarter-deck? I think, replied Collins, he spoke like a father. He spoke very well, said I, and we may hope now the men's minds are quieted. He replied, for the present. But the Admiral said, to day, he had no orders to unmoor; whereas, on Sunday, he told us he expected we would unmoor ship when the wind came fair. I told him the letter was addressed in a very respectful manner, except the latter part (I meant the letter the Admiral read on the quarter-deck), I wondered who wrote it. He answered the person is not far from you: there were twelve of us, and we could not make it any better; smiling at the same time. He did not mention any of the persons names. I said, I hope, Collins, whatever dislike the men may have to go abroad, their intentions are not to use violence to any officer or person whatever. He replied, I don't think it is, or even disrespect; you see how well they do their duty: but did you observe the officers to day on the quarter-deck? they had not even their side-arms; for I think they were damnably frightened. Don't think so, Collins (said I), it was not fear; it is not the wish nor the disposition of the Admiral to hurt any one, and of this you must be convinced by what you have heard to-day. The men have not any grievances; they have the best of usage, and what more can they require? Why (replied he), they are determined not to abroad, and they have tried the ships in England, and they will not go; and I know I won't if I can help it. Why, I believe, Collins, not even the Admiral himself wishes to go; but our country wants our services. He then went away.

Q. *By the President.* Do you know Rowland? A. Yes.—Q. When the ship's company were on the quarter deck, did you hear Rowland say, why don't you all speak, what is one man? A. I did.—Q. Was he without his hat, and did he look particularly red in the face and heated? A. I cannot exactly say he looked red; he had his hat off.—Q. Do you know any thing more against Rowland, or any other of the prisoners A. No.

Q. *By Capt. Birk.* Did you hear the conversation? A. No.

George Parrott, sworn.

Q. Do you know Rowland, the prisoner? A. Yes.—Q. Do you know any thing of Rowland's being present when the letter was wrote, and did he assist in directing it? A. Yes; he was sitting in my birth when it was wrote; Collins, Chesterman, Fitzgerald, Cumings, and Cooke; Taylor wrote the letter.—Q. Did the others give any advice? A. No. I did not hear; but they were all present.—Q. After the letter was wrote, did you see it read or hear it? A. No, I did not.—Q. How do you know it was the letter the Admiral read? A. I do not know; I did not see it afterwards.

Q. *By the President.* Did you ever hear the prisoner, or any of them, between the 1st and 11th of December, say they would not heave the anchor, but to go to England? A. No, I did not.—Q. Was there such conversation in the birth? A. No, Sir.

Q. *By Capt. Bertie.* Did you know there was a disturbance in the ship? A. Yes.—Q. On what day did you hear of it, and who told you of it—were any of the prisoners concerned in it? A. It was on Sunday, the 6th, when I went down to my dinner. After dinner, grog being served out, I saw the people come forward. In about five minutes there was a great noise; the cry was, Lower the ports, and they gave three cheers—my birth is close forward in the midships. Lieutenant

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Forfar came down, and Mr. Shenton was on the larboard side, to the birth where I was sitting. Mr. Forfar asked, what man that was, Mr. Shenton replied, George Parrott, of the topsail mess. He remained there while the people went all upon deck.—Q. Did you hear any body say, lower the ports down? A. Yes, Elliott and Daley.—Q. Who was in your birth, when they were going to lower the ports? A. Edward M'Ker, John Eason, Thomas Betts, and Cumings. Edward Taylor was not in the birth.—Q. What was your conversation about lowering the ports down? A. There was no conversation in the birth.—Q. Was there any conversation out? A. Yes, among the people about the ship not going to the West Indies. They said, they would not lift the anchor but for England. Taylor and Collins said so. I did not hear any one else.

Q. *By Admiral Holloway.* Who told you that you were to drink no more than your own allowance of grog? A. Taylor.—Q. Did you not understand what was the reason of that order? A. No.

Q. *By Captain Bertie.* Can you fix on any man you heard cheer? A. Yes; Cumings, Collins, Hillier, and Daley.—Q. From the 1st to the 11th, did you ever learn any thing about the hammocks? What was said, and who said it? A. I saw Collins, Chesterman, Fitzgerald, Taylor, Cooke, Rowland, and Joseph Rowland, siting upon the chest in Mayfield's birth, holding conversation: the light was put out. What was said I did not hear. About ten minutes after they dispersed, I went on deck, and came down on the starboard to go forward to my hammock. I saw Cooke, and heard him tell the people in their birth to keep their hammocks down.—Q. Do you know any thing about the appellation of delegate? A. No.—Q. Did you hear any thing about ringleaders? A. Yes I did. Q. Name them? A. Collins, Chesterman, Fitzgerald, Taylor, Cumings, Rowland, and Lockyer. Q. What hour was the letter written? A. Between six and seven on Tuesday evening. Q. You said you never came down but at your meals: what made you go down then? A. I went to my supper.

Q. *By Collins.* On what night did you hear me forward in Mayfield's birth? A. Sunday night, between five and seven. Q. What part of the ship was I in, on Saturday, when you heard me cheer? A. The larboard side of the foremast.

Q. *By Hillier.* What part of the ship was I in when I sung out, lower the ports? A. The starboard bay, before the manger-bond. Q. Did you hear me say, Daley, lower the ports? A. Yes, I did.

Henry Smith, sworn.

By the Court. Do you know the prisoners at the bar? A. I know them all.

Q. *By Capt. Eyles.* Did Rowland send for you into Taylor's birth, on Tuesday night? A. Yes; I was on the deck at the time the messenger came; when I had come to my birth, two of my mess-mates, Thomas Stanley and Robert Flexon, informed me that Rowland wanted me in his birth. I went down to his birth in the midship.

Here Captain Eyles stated that he had no fresh matter to adduce, or any more witnesses to bring forth, but in further corroboration of the several testimonies already before the Court. The evidence in support of the prosecution therefore closed, and at three o'clock the Court adjourned till nine the next morning.

FOURTH DAY, JAN. 9.

This morning the Court assembled at nine o'clock, and the prisoners were called on for their defence. But Mr. Barry, their Counsel, in their behalf, acquainted the Court, that the prisoners were not fully

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prepared, and that they requested the indulgence of three hours to enable them to arrange more effectually the system of their defence. The Court readily granted the application, and adjourned over for that period.—At 12 o'clock the Court again met.

THE DEFENCE.

John Mayfield being first called upon, he delivered in a paper, which was read by the Judge Advocate, and was to the following effect:

"*Mr. President, and Gentlemen of this Hon. Court,*

"For the first time in my life I am called upon to answer before a Court Martial an accusation of any kind, more especially that of mutiny. Conscious of my innocence, I shall endeavour to remove the fatal effects of the evidence which supports it, which I shall attempt to do with as little occupation of the Court as the case will admit, wishing earnestly to give as little trouble as possible; therefore, added to the acknowledgments I am bound to entertain for the patient and laborious hearing they have already bestowed in the investigation of the evidence against me, I have further to supplicate a like exertion of the same considerate attention to the evidence I shall adduce in my behalf, convinced that whenever there may appear any circumstance favourable to my case, I shall derive, from their justice and humanity, every advantage of it, for which my gratitude shall never cease to flow. I have served his Majesty several years without crime or blemish; I have uniformly possessed the good opinion of my officers, and my whole life has been one uniform exertion to deserve it, by observing a due respect to them, and a strict attention to my duty. I am consequently a man very unlikely at this period to falsify such an opinion, by a disgraceful adherence to mutiny; as well as I can I shall endeavour therefore to remove the accusation; but if the evidence I shall bring forth will not, according to the articles of war, and the strict rules of naval discipline, amount to an exculpation of the offence imputed to me, I have but one resource left; an appeal through the medium of your humane recommendation to the mercy of that Sovereign, in defence of whose Person and Government I have ever been ready to shed the last drop of my blood. I fought in the battle at Fiorenzo Bay, and on the 7th of February volunteered my services to storm and take Fort Matilda: I did the same at Toulon, at Convention Hill likewise, and never ceased to do my duty. I shall now proceed to call my witnesses."

James Chesterman was next called upon, and he delivered in a paper, which was read by the Judge Advocate, and was to the following effect:

"*Mr. President, and Gentlemen of the Hon. Court,*

"It is next my unhappy lot to solicit your considerate attention to my unfortunate case, and to call your notice to the evidence which I shall produce in my behalf, persuaded that I shall meet, from the wisdom and the discernment of the Court, all that patient regard to my interest, of which their justice may deem me deserving, and which the circumstances that I labour under will allow. In the evidence of one of the witnesses brought forth to support the prosecution, it is stated, that I entertained the intention of committing murder. If the whole tenour of my life could be a contradiction to it; if the conduct I have always displayed in his Majesty's service, if the behaviour I always manifested in the Temeraire, to the instant I was accused of mutiny, could contradict it, I think I should refute the foul charge. And here, in the presence of Almighty God, I most solemnly declare, that so barbarous a thought never entered my head. I shudder at the bare mention of it as applied to me. I know, however, that any thing arising from my bare assertion can be but of little moment; but I trust I shall be able to produce such testimony as will remove the accusation. For the rest I rely upon God, and the humanity and justice of this Court. I pretend not to more intrepidity than other men, but on this occasion I feel myself justified in saying that I have fought my country's battles, and in all things did my duty as a seaman ought, far from disobedience, and farther from

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disloyalty still, during a hard service of nine years. I was in the battles of the 14th of March, 1795, of the 13th of July, and the 14th of February. I served under Earl St. Vincent, and two Hon. Admirals of this Court. I was present at the blockade of Cadiz, in all the actions off it, and did my duty there ashore when the tower was storming."

John Daley presented a paper to the following effect:

"*Mr. President, and Gentlemen of this Hon. Court,*

"With the utmost humility, I beg to trouble the Court—No man more than myself can detest the shameful crime of mutiny, and no man more than I avoided it with more caution. I shall produce witnesses capable, I hope, of proving that; and for that purpose shall appeal to the officers of the ship. Since I have been in the service, it was always my pride to shew them obedience; and I hope, that upon this occasion, they will do me the justice to say so. I am, however, accused of the crime of mutiny, and I must endeavour to refute it as well as I can. For that purpose I shall call upon these Gentlemen, and I trust, that so far from manifesting either dislike, or disobedience, I took every opportunity of giving such information of what was unhappily transpiring, as in my mind would prevent mischief, and, in the end, benefit the people themselves. I have a mother, a wife, and two children: on their behalf, if in any thing I erred, I implore commiseration, and supplicate mercy; and in the hands of you, my Judges, placing my life, I entreat you, which of all things I consider as the greatest blessing you can bestow, preservation from a disgraceful death."

James Ward was next called upon for his defence; he gave in a paper, which was also read by the Judge Advocate. After an expression of the prisoner's abhorrence of the crime of mutiny, the paper states as follows:

"During five years faithful and loyal service, I have maintained the character of a good seaman, true to my King, and steady to my country. My life is now in the hands of the Court, but I entertain humble hope and well-founded confidence, the life of a British seaman cannot be in safer hands than in those of British Officers."

Thomas Cross was next called upon. He presented a paper, in which he says:

"I humbly appeal to your mercy. It is not my intention to trespass on your time or attention by calling any other witnesses but those to my character, which has hitherto been irreproachable. I always demeaned myself as was fitting, and in every respect as a seaman should. I have an aged father, who is supported chiefly by my means, and for his sake, more than my own, I implore pardon for my offences. I acknowledge I have been led astray; but I hope that will not shut from me the door of mercy. I have served his Majesty seven years, and never once deviated from my duty."

Thomas Jones delivered in a paper to the following effect:

"I sincerely lament and deplore all the errors of my past life; and I particularly repent that in any instance I should manifest a disobedience to my superior officers. I shall not trespass on the trouble or time of the Court otherwise than by thus expressing my contrition for what has been done, and calling some gentlemen to character; adding, that if the Court in its mercy will spare my life, the whole course and conduct of that life shall be one continued system of loyal and becoming demeanor, to shew my gratitude for the gift by all the ways I can. Bowing, therefore, with deference, and with profound humility to the Court, I commit myself to its charity and humanity; and especially on the account of an aged parent, whose life would be involved in my fate."

When *John Cumings* was called, he produced a paper, in which he says:—

"Upwards of nine years have I served his Majesty with steadiness and loyalty: and every officer under whom I served has given me a good character.

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I shall call witnesses, and, with permission, examine them as to the matters charged against me; and trusting to the purity of my own mind, and my innocence of the offences imputed to me, shall conclude with appealing to the officers themselves of the Temeraire, to say, whether, during the whole time I belonged to the ship's company, I ever, upon any occasion, incurred their displeasure, or behaved unworthy a seaman. I fought many of my country's battles; I was in the action of the 1st of June, and that of the 23d of June; and behaved in all things as I hope became me."

William Hillier being called upon, his paper was read. It states as follows:

"I have been nine years in hard service, and conducted myself all that time as a seaman ought. I have been in many actions; I fought on the 14th of February off Cape St. Vincent, under the Noble Head of the Admiralty. I have been in storming a tower at Cadiz, and in its blockade, fought several battles in the boats; I volunteered my services on shore at Toulon, and at Fort Mulgrave. I now prostrate myself before you, and if I shall not succeed in removing the accusation against me, let me supplicate mercy."

John Fitzgerald being called upon for his defence, said:

"I have served his Majesty faithfully and loyally during a period of twenty-one years, and in the whole of that time, without crime or blemish, cheerfully performed my duty as a subject and a seaman should; I regret, however, that for a moment my mind was misled, and a sudden impulse seized it, upon hearing that we were going to the West Indies, having long expected to return to my home in Limerick, from which I had been so long absent, and that peace being restored, I might return to my friends. The disappointment (with the deepest sorrow, I acknowledge and deplore it) had a momentary effect upon my mind; but in the next instant it subsided, and I was ready to shed the last drop of my blood in my King and country's cause. On no occasion was it ever my habit to boast of my services; but I humbly hope that, upon this occasion, I may be allowed to mention some of them, and commit myself to the care of the Almighty, and to the wisdom, justice, and commiseration, of this Court. I detest mutiny as much as any man in the service; but I shudder with horror at the cowardly crime of murder; with the intention of which I am charged. That disgraceful stigma I hope to wipe away from my memory, whatever be my fate; and I trust in God I shall be able to do it; Death has no such terror to a British seaman as disgrace, at that I tremble more than at the separation of my soul and body. I have had hard service, and fought under several commanders. On the 12th of April, 1782, under the gallant Lord Rodney, I bore my share, commanded by Captain Rogers, in the Quebec frigate; I volunteered my duty on shore at Grenada, and assisted in quelling the insurrection, I have all my life, since I was able, devoted myself to my superiors, and rendered obedience to their commands:—In return for it I implore mercy."

Christopher White, when called upon, delivered a paper to the Court, in which he says:

"It is stated in support of the charge of mutiny exhibited against me, that I unshipped a ladder, and called for shot. I protest most solemnly that I am innocent of each, and that the testimony given to establish such accusations is founded in error. As well as I am able, I shall endeavour to convince the Court of that, and leave the rest to their humanity and impartiality. I have served the King nearly seven years, and during the whole of that time I maintained such a character as became a seaman."

John Collins was next called on. In his address he speaks as follows:

"In addition to the charge of mutiny, I am likewise accused of an intention to commit murder. I know that it cannot assist my case to assert any thing without being able, by witnesses, to prove it; but as it is impossible for me to produce any proof of what my intentions could possibly be, I am left to the solitary support of but expressing my innocence of that charge, which I do with all the protestations that a mind incapable of the foul deed can utter. I have

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been nine years in the service, without reproach: I have on all occasions proved my duty and my loyalty. I was the first in the Valiant to propose six months pay towards the contribution for carrying on the war, and this is the first time in my life my character was called in question."

EVIDENCE FOR THE DEFENCE.

The first witness called by *Mayfield* was *George Lamb*, Captain of the forecastle. The witness remembered hearing Mayfield say he would not go aft for fear of the consequences: for it was very little concern to him whether he went to the West Indies or not; never heard of any oath being administered in Mayfield's birth.

Thomas Whitfield sworn.—Did not see the prisoners Ward and Lockyer administring any oath on Thursday, the 10th; thinks that no such could have been done without his knowledge. Had heard Mayfield say he would have nothing to do with the disturbances in the ship. Never saw the prisoner assisting the officers.

James Branning sworn.—Recollected the prisoner in his birth on Monday night, Tuesday night, and Wednesday night, generally from the time the hammocks were piped down till the lights were put out, hearing him, the witness, read the history of Joseph Andrews. Never saw him assisting the officers in suppressing the disturbances.

James Ward called *George Maule*, who swore that he was with the prisoner the whole of his (the prisoner's) watch from six till eight on deck, on Monday the 7th.

John Will. Decre, Purser's Steward, swore that on Sunday morning the prisoner had, by order of the Purser, gone round and asked the ship's company if they were agreeable to take Irish notes for bread money. Never saw him administering oath, or any thing of the kind. Never saw him assisting the officers.

Thomas Williams sworn. Was in the store-room on duty, and saw nothing particular as to the prisoner on Sunday, the 6th.

James Kelly. Never heard any thing about putting Hazard in a bag, and destroying him; nor on Wednesday afternoon the 9th, when J. Richardson went into the birth, could any thing of the kind have happened without his hearing it. Never saw Chesterman assist the officers. Never heard any thing of an oath. Between the 1st and 11th never heard the prisoner talk of a rocket as a signal. On Sunday, before the ports were lowered down, was in his birth, heard the acclamations, but had no previous notice that they were to be lowered down. Was not sure whether Chesterman was in his birth there or not. Had dined and drank grog with Chesterman; was astonished and frightened when the ports were lowered down, but did not express it. Between the 1st and 11th only heard Chesterman say, as others did, that now it was peace, he did not wish to go to the West Indies. Between the 1st and 11th heard the prisoners say they would cob any one who got drunk. Was not in the birth on Tuesday the 8th, when the letter was writing. Heard Chesterman say there was a letter wrote. Did not hear Chesterman call for shot. Did not hear him say there was no fear. Heard Chesterman was a leading man in the mutiny. Never heard him talk about the laws made by the ship's company nor give directions, nor about destroying Hazard.

Fitzgerald called *William Halm*, whom he asked in various questions, if he had observed him obstruct the business of the ship, and duty of the seamen? if he had heard him use inflammatory expressions? if he had heard him say, he had a sky rocket to fly off, as a signal to the other ships? &c. To most of these questions the answer was, 'No, I did not:' to some, such as don't you think I would have done this in your presence? the answer was, 'I cannot tell.' The witness was Fitzgerald's watch-mate. Such things might have been said, the witness

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observed, and he not hear them. He denied having ever heard Fitzgerald call himself a delegate. On his cross-examination, he said, he saw in the birth, when the letter was written, Fitzgerald, Chesterman, Collins, Rowland, and Taylor: witness did not know the purport of the letter, or hear Fitzgerald say he would not go to the West Indies; did not see him more active in the mutiny than any other man of the ship.

Richard Thomas sworn, and questioned by Fitzgerald. His evidence was to the same effect as the above.

Morris Hannay sworn, and gave a similar evidence; adding, he did not see the prisoner assist in quelling the mutiny.

Thomas Williams, did not see Fitzgerald administer an oath, or the men make obedience to his birth, or a word of delegates, or his giving orders; did not observe Fitzgerald active in quelling the mutiny; heard not of the sky rocket; observed nothing of an oath, of drinking, or shaking hands; could not know the thoughts of people; but never heard Fitzgerald speak of murdering or throwing overboard.

John Burnell did not see Fitzgerald drinking in Mayfield's birth, or shaking hands with a great number or persons; heard nothing of an oath; saw nothing of a number of people coming into his birth; did not see Fitzgerald assist in quelling the mutiny.

James Kelly heard nothing of Fitzgerald calling out to lower the ports, or for shot; often heard Fitzgerald say, Anfrey never had wished him well since he was put out of the fore-top; heard nothing of sky-rockets? did not believe he was of a temper and disposition to throw Hazard overboard; saw Blake once strike Fitzgerald, who complained, but got no redress.

FIFTH DAY, JAN. 10.

Fitzgerald questioned Mr. *Knight*, who neither saw him gather crowds around him, or assist the officers.

William Lockwood never saw Fitzgerald passing on the word, or murmur at bending the sails, or of putting Hazard in a bread bag, or of sky-rockets, or of seizing the magazines; never saw Fitzgerald discoursing with marines; or heard Fitzgerald was a delegate, never saw Fitzgerald assist the officers, or commence the mutiny; cannot say there was mutiny in the Temeraire.

Everitt did not hear Fitzgerald cheering, and calling out lower the ports—shot, shot;—knows Anfrey and Fitzgerald often quarrelled and Anfrey struck Fitzgerald. The same questions were asked of this evidence as of the others: about throwing Hazard overboard, seizing the magazine, &c. to all of which the witness answered in the negative.—Q. Under whose directions were the ports lowered? A. It was a general voice.—Q. Do not you know the principal part of the Temeraire's company had refused to go to the West Indies in that ship? A. Yes.—Q. Did not you look upon Fitzgerald as one of the principals? A. No, not more than another man.

Q. *By Admiral Holloway.* In all clubs, societies, governments, mobs, there must be a leader; now, as you shall answer to God, whom do you look upon as a leader? A. I do not know.—Q. The whole time those disturbances were going on, did you not consider Fitzgerald as having a hand in it? A. No, Sir; I have seen him along with the rest of the people who were gathering together.—Q. The mutineers? A. Yes.—Q. How frequently? A. Once.

On the part of Christopher White, Paul Rousseau sworn.

Q. On Sunday the 6th, when the ports were lowered down, where were you? A. In my birth, on the larboard side.—Q. Did you see me

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endeavouring to upset the ladder, or any one lending me a hand? A. No, he might have done it on the starboard side.

Mr. James Staunton, the Master's Mate, sworn.

Q. Did I not, when you and Lieutenant Douglas came down, lend a hand to haul up the ports? A. I ordered him and he obeyed.—Q. Did you not, by the conversation the prisoner Collins addressed to you, consider him as one of the active mutineers. A. I did.

John Hinton sworn.

Q. Was you sitting with me in my birth when the ship's company lowered the ports? A. Yes.—Q. From the situation you was placed in, if I had called for shot, or cheered, must you have heard me? A. Yes, I must.—Q. Did you hear him? A. No.—Q. Did I move out of my birth till the time you went with me, when the people went aft? A. No; he went first and I followed.—Q. Have you not often expressed your desire of going home, and have I not desired you to make yourself easy for six or eight months; that a set of foolish people in the ship could not expect peace would be made in a day or two, after a nine years' war? A. He has frequently told me that.—Q. During the mutiny, from the 1st to the 11th, did you see the prisoner assisting in quelling it? A. No, I never did.—Q. Did you ever hear me say, I was a delegate of the ship? A. No.—Q. From the 1st to the 11th, did you never expect something contrary to the discipline of the ship was going forward? A. Yes, I did.

Barny Young sworn.

Q. Was you forward in the larboard bay with me, on Sunday the 6th of December, between the hours of six and eight? A. Yes.—Q. Did you see Richardson there? A. Not to my recollection.—Q. Did you hear Taylor say, there is one man you must take care of; and I asked, who is that; and he replied, Mr. Staunton; and I said, d—n him, we'll smother him in his cot? A. I never heard it.—Q. Did you hear me say, what was one man's life to a thousand? A. I never heard such a word.—Q. Might not this conversation have happened and you not have heard it? A. It might.—Q. From the 1st to the 11th, did you see Collins assist the officers in quelling the mutiny? A. No.

Patrick Cannan sworn.

Q. When you was under the forecastle, going to be cobbed, did I say, I was a delegate of the ship? A. Not as I heard.

Thomas Gill sworn.

Q. Have you often heard me say, I would sooner serve my king and country seven years longer, than they should make a disturbance? A. I have repeatedly.—Q. From my general conversation, did you ever hear me make use of any language contrary to the laws and government of my country? A. I never did.—Q. From the 1st to the 11th, did you see him assist in quelling the mutiny? A. I cannot say I saw him.

James Lockyer being called on for his defence, said, the things sworn against me are not true; I leave myself to the mercy of God and this honourable court.

John Cumings called Edward M'Can.

Q. Was not I in the birth on Sunday all the time of the disturbance? A. He was in the birth when the ports were lowered.—Q. Did you hear me cry out for shot? A. I did not.

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Thomas Betts sworn.

Q. Was I in the birth all the time of the disturbance on Sunday? A. Yes.—Q. From the 1st to the 11th, did you see Cumings assist in quelling the mutiny? A. No.—Q. Did you see him, at any time, bringing forward a crow-bar? A. No.

WILLIAM HILLIER'S WITNESSES.

John Crawford sworn.

Q. Was not I on deck from nine o'clock till they beat to divisions, on the 6th? A. Yes.—Q. From the 1st to the 11th, while the mutiny was going on, did you see him come to assist in quelling it? A. I did not.

Lieutenant Brown sworn.

Q. on Sunday the 6th, was you forward about a minute after the hands were turned up to bend sails? I was on the forecastle while they were bending sails.—Q. During the mutiny, from the 1st to the 11th, when you was on the lower deck, did Hillier come and assist you? A. No.

James Rutherford being sworn, gave a similar testimony to that of the preceding witness; as did also *Henry Smith*.

DALEY'S WITNESSES.

William M'Culloch sworn.

Q. Do you remember me standing close to you, on the larboard side of the forecastle, almost as forward as we could get, when Captain Eyles and other officers were taking the man aft? A. Yes.—Q. Could it be possible for me to touch Captain Eyles, at the distance I was standing from him? A. No.

Peter Green sworn.

Q. As you mess close to the manger-board, could it be possible there could be a lighted match, or any such thing there, without your seeing it, or smelling it? A. No.

Joseph Summers being sworn, gave a similar testimony.

John William Dare sworn.

Q. Did you not tell me, one night, in the steward's room, that you communicated every thing you knew about the disturbance to the Admiral? A. No.—Q. The day the disturbance was in the ship, when I went down, did I not tell you I was very much frightened, and that I would sooner sail round the world than have any noise in the ship? A. You did.—Q. When Admiral Campbell was on deck, did I not tell you they were going to cobb a man? A. Yes.

Admiral Campbell sworn.

Q. When you, on Thursday, asked the people, why don't some man tell how the tumult began, or something to that effect, did I make answer, that I heard the ship's company were going to cobb Patrick Cannan? A. I was forward on the starboard side of the forecastle after I had called out the major part of the prisoners, from the information of Captain Eyles and the officers, and M'Evoy, the marine, had been punished with three dozen lashes: I asked the men, what was the reason of their present disorderly conduct and behaviour, and endeavouring to find out who were the ringleaders, telling the people, that it behoved them, as good men, to point out the ringleaders, and those who had brought them to their present situation. I was answered by a man, in a very quiet, orderly way, with his hat off (as near as I can recollect, it was Daley), that it was a man going to be cobbed. I said it was wrong in every point, to take the law into their own hands.

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Lieutenant Walsh sworn.

Q. Did I not communicate to you, that I found some handspikes and crows when I was cleaning the manger; and that I removed them, saying, there should be no such things there? A. He told me so on the 12th of December, after the mutiny, when I was questioning him in my cabin.—Q. Did I not tell you, that I would sooner sail round the world than have any noise in the ship, or hear of any? A. You told me, at the same time, something to that effect.—Q. Did I not tell you, it was no difference to me when the ship was paid off, as I intended to stay in the service; as I was a married man, and could support my family as well with the wages His Majesty gave me as with the merchants? A. Something to that effect.—Q. From the 1st to the 11th, did you see Daley assist his officers in quelling the mutiny? A. No.

Lieutenant Hunter sworn.

Q. You can witness the disturbance in the Windsor Castle? A. You had better not ask me about the Windsor Castle.

Lieutenant Walsh called.

Q. What do you know of Mayfield's general character? A. He has been in the ship two years, always behaved pretty well, and had a good character.—Q. What do you know of Ward? A. He has a very good character in the ship, but Chesterman was always looked upon as a very dangerous character. Fitzgerald sometimes very troublesome. Hillier's character has been very fair; a very active good man till the mutiny. Cumings, a very decent good man till the mutiny. Daley, a very good character; a man very much respected; no officer ever thought it necessary to look after him.

Lieutenant Brown sworn.

I can say nothing of Mayfield. Ward has behaved himself particularly well; has never been found fault with. Hillier I never heard a complaint against; he was particularly attentive to his duty; I never saw him drunk. Daley, a very good character; has been noticed by every officer in the ship for his good character.

Ward called *Mr. Douglas*, the boatswain. He said Ward's character was very good before this business. Hillier, the same. Collins, the same.

Chesterman appealed to *Admiral Holloway* for his character whilst in the Britannia: Admiral Holloway said, I believe your character in the Britannia stood very fair.

Hillier called *Admiral Pole*. He said, I believe Hillier a very good man; he was active; I sent him on dangerous services, and he performed them well.

Chesterman exclaimed, "I have been accused innocently."

Fitzgerald called *Lieutenant Forfar*, who said, I don't recollect any complaint of Fitzgerald; he always did his duty; but I can't say any thing in White's favour.

Rowland called *Mr. Hiatt*, the carpenter, who said, that Rowland, before the mutiny, always behaved exceedingly well.

Cumings called *Lieutenant Gore*. I have had but very little opportunity of knowing his character. I never heard any complaint of him. And as to Daley, he is one of the best men in the Temeraire, for his general good conduct. As to Ward, he always did his duty with the greatest activity: I always considered him a very good man.

White called *Mr. Wills*, surgeon of the Centaur, who said, I remember him in the Sheerness three years: I remember him well; he had a very good character: he was one, in the middle pass, who behaved well at

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the time of the mutiny on account of the short allowance of grog: he received his allowance, and never murmured.

Daley called *Mr. Jones*, the master, who said, he is a particularly good man; very attentive, not only in his mess but his watch: a trusty man, and a good moral character. Hillier has always done his duty remarkably well. Ward, the same. Of Mayfield I can't say any thing.

Hillier called *Lieutenant Garrick*, who said, he is a man who, before this business, behaved himself remarkably well.

The Court was cleared about four o'clock, and having deliberated half an hour, adjourned till nine next morning; when, having consulted for some time, the Deputy Judge Advocate proceeded to read their respective sentences, as follow:

After reciting the commission, and names of the prisoners, the sentence states, that—

The Court proceeded to try the said prisoners, excepting Taylor and Allen (not arrived at the beginning of the trials), who have arrived at Spithead, for the crime with which they are charged, as above-mentioned, and having heard the evidence for the prosecution, and the defence made by the prisoners, and what they had to allege in support thereof, and having maturely considered the whole of the same, the Court are of opinion that THE CHARGES ARE PROVED against all, except Christopher White, and doth adjudge them to suffer DEATH, by being hanged by the neck on board such ship of his Majesty, at Spithead, or in Portsmouth harbour, and at such time as the Lords Commissioners for executing the Office of Lord High Admiral of England shall direct, and the said John Mayfield, &c. (all except White) are hereby ordered to suffer Death, by being hanged by the neck as before-mentioned; and the Court is further of opinion, that the charges against Christopher White are in part proved, and doth order and adjudge him to receive 200 lashes on his bare back, on board such ships at Spithead, or in Portsmouth harbour, and at such time as the said Lords Commissioners shall direct. and the said Christopher White is ordered to receive 200 lashes accordingly.

Collins then said,

Permit me to return my sincere thanks to the Court for the patience and indulgence shewn me. I acknowledge the justice of my sentence: I have violated the laws of my country, and the discipline of the navy, but I declare to Almighty God that the intention of murder never entered my head. I solemnly call God to witness this declaration, and trust to the truth of it all my hopes of pardon in the other world.—May God protect the British Isles, and the Government! and may God receive my soul!

At these words all the other prisoners exclaimed "Amen."

Chesterman then said,

I hope they will allow a friend of mine to bury my body; and concluded by praying the Court to allow him a little time to prepare himself for eternity.

The President replied,

That does not rest with us, but with other authority.

Fitzgerald said,

He had offended against the Laws, but he solemnly declared, that he never entertained any intention of committing murder.

EXECUTION.

Jan. 15.—The yellow flags, the usual signals for punishment, were hoisted on board the Temeraire, Formidable, and Majestic, and the following prisoners, convicted by the above Court-Martial, and sentenced to die, were brought out to suffer:—*Chesterman*, *Collins*, *Hillier*, and *Fitzgerald*, on board the Temeraire; *Ward* on board the Majestic, and *Mayfield* on board the Formidable. They appeared at

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the platform erected at the bows of the respective ships, deporting themselves with all that apparent contrition and resignation which became them at a moment so awful. Their conduct during the whole period of their confinement had evinced the most perfect resignation to their fate, and consciousness that their offence had merited it. They had availed themselves of the assistance of the Rev. Mr. Jones, Chaplain of the Temeraire. The manner in which they applied for his pious offices in their behalf will best shew the state of their minds, their humility and the calm composure with which they anticipated the dreadful hour. Their application was by letter, and in the following terms:

DEAR SIR- *Gladiator, Jan. 7, 1802.*

"We take the liberty of thus humbly begging you, in the name of the Lord our God, to attend us and administer unto us poor and miserable sinners the word of our blessed Redeemer, as the state we are now in is of the most serious nature, our bodies not only being in danger, but our unprepared souls; therefore we humbly implore your assistance on this unfortunate occasion. Do, pray not delay, as our time is exceedingly precious; we therefore conclude, humbly begging your compliance.

Yours, with humility,

UNHAPPY TEMERAIRES.

To the Rev. Mr. Jones.

REV. SIR, *His Majesty's ship Temeraire.*

We are now ready to hear you open to us those treasures of wisdom, in whose divine Author we desire to place our supreme confidence, and in whose service we wish to be found.

When they came upon the platform, a paper was presented by one of them in the name of himself and his unhappy comrades, which was read aloud to the ship's company. It was as follows:

Remember your duty to God, and for his sake to your King and Country. You must be sensible what was the chief cause that brought on the fatal consequences which now end so unhappily for us, and with so much remorse to you, if you rightly consider how much you have contributed, by your support and countenance, to bring us to this untimely end.

We refused to put that trust and confidence in the wisdom of our rulers, which is due to them from all good subjects; they watch for the welfare of us all; and how dared we then prefer our own selfish pleasures and interests to what they saw necessary for the public good! How could we find it in our heart to forfeit all the praises and the honours which our country had so gratefully bestowed upon her naval heroes, who have so bravely fought for her!

How could we so foolishly suffer our impatience to get the better of us, as for the sake of a few months longer service, to sacrifice all the blessings of Peace we had been toiling for these nine long years!

Oh! that we had made these reflections sooner ourselves! But our lot is cast—our course in this world is finished. Make good use of what remains of yours—It cannot be long before we must all meet again before the judgment seat of that God, whom we have offended; but who, we trust, has seen and accepted our unfeigned repentance, and will forgive *us*, as we do truly and freely forgive all those who have any wise offended or injured us. Prepare *yourselves* also, dear countrymen, for this forgiveness, that when we meet in the world to come, we may not meet in everlasting misery.—

Pray for us—We heartily pray for you. AMEN.

After continuing a short time in prayer, a gun was fired as the fatal signal of death, and the wretched men were launched into eternity.

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THURSDAY, JAN. 14.

This day the Court Martial re-assembled, when the following Prisoners were put upon their trial; viz.

JOHN ALLEN,	GEORGE DIXON,
EDWARD TAYLOR,	JAMES RILEY,
GEORGE COMAYNE,	THOMAS SIMMONDS,

The Court consisted of the same members as sat upon the preceding trials—except the Hon. Capt. De COURCEY being the junior member instead of Captain GOULD.

The first evidence called for the prosecution was *James Richardson*, whose testimony was precisely to the same effect as that given by him on the trial of the Seamen belonging to the same ship, who were found guilty on the 12th instant.

John Anfrey deposed, that on Saturday the 5th of December he heard Allen say to Stevenson, when they were drinking together, there would be blood shed before the week was at an end. Stevenson observed to the prisoner, that somebody might pay for it. The prisoner said there was no fear; the best of them were men of war's men, and knew which way to go about it; but as to the "Johnny Newcomes," they would know what to do with them. On the 1st of January, Taylor and Allen drank, "Success to the British heroes;" and observed that there was no fear, and advising them all to shake hands; and to stick to each other. He heard Allen say, on Sunday, that if any of the Officers drew their arms, there would be blood shed. On Monday he saw him with Collins and Fitzgerald, and heard him ask if any of them were prepared for their own defence? "Yes," said they, "there is plenty of ammunition prepared for them in case they should be obstreperous." Allen said, he was very glad to hear they had something for their defence. On Thursday, after the Admiral had read the letter on the quarter-deck, Allen desired M'Eash, the marine, to pick out two men to let the Admiral know they were all of the same mind. He asked M'Evoy the same day, if he thought any of the marines would come down and join them? M'Evoy said, he would answer for twenty or twenty-four marines. About five in the evening, when the uproar began, after Dixon called all hands up, Allen said, "Now, my boys, don't be afraid." Dixon, when he went down the fore hatchway ladder, said to every one, "All hands on deck, you b——s, bear a-hand up;" and he came up the main hatchway, with a gang of about fifty hands, to go aft and disarm the sentries, to defend themselves on the forecastle, and destroy those Gentlemen among the mob. He observed Riley and Comayne, when they found the soldiers were under arms, rush forward, and call out "Deliver the prisoner." Riley said, no prisoner should be kept." Captain Eyles collared Riley, and said, "I suppose you are one of the ringleaders. All the prisoners, but Allen, were present forward, Simmonds was there more busy than any of the rest. On Sunday, when the ports were lowered, he saw Simmonds try to unship the ladder. Mr. Douglas, the Boatswain, had his foot on the ladder. Simmonds said to Taylor, "I was very nigh breaking the b——r's neck;" and Taylor sung out, "Kill the b——r, break his neck;" and sung out for shot and crow-bars. Simmonds, Dixon, and Comayne, also cried out for shot and crow-bars. On Friday, Simmonds said, he was very sorry he did not kill two or three of the Gentlemen when he had it in his power on Sunday the 6th; and he said, he would sharpen and grind his knife to get revenge that his own comrades were gone off the ship, for they were all guilty of the same crime.

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Riley, Dixon, and Comayne were there; Simmonds said, he would go and destroy the marines when they were fast asleep in their hammocks; and in case they could not go through with it, they would die together and blow up together. Dixon knocked the witness down at the time, and told him, he suspected him to be one of the reporters, and that he should not be able to tell what was going on before the work was at an end; and Comayne swore by the Holy Ghost and by the Virgin Mary they would get their revenge. All the prisoners took an active part as ringleaders. Riley spoke of smothering Mr. Staunton in his bed. The whole of the prisoners said, they would not go to the West Indies.

This witness was cross-examined by Allen, Comayne, Dixon, and Taylor; but what he then said was not at all different from what he stated in his preceding evidence.

Thomas Spencer sworn.—He said, Allen was cockswain of the first cutter at the time that Captain Valleck was talking to the marines. He ordered M'Eash underneath the forecastle, to go and pick out one man in the marines to speak to the Serjeant Major, to tell Captain Valleck, that all the marines are to be of one mind on the seamen's side, if such a thing happens again; then the Admiral will see plainly the marines will not stand true to their Captain. M'Eash went away; but whether he went to the Serjeant Major he did not know. On Tuesday the 8th, he saw Taylor in his birth with the other prisoners, having a book on the table, a sheet of paper, and Taylor writing on it. On Sunday, as soon as the Officers called out to fire, Taylor cried out, "Fire and be d——d," and called out for shot and iron bars, and said, "Kill them! kill them! kill the b——s." When Lieutenant Forfar ordered two or three of the Midshipmen to heave up the ports, he went and stood on the fore-gratings. Taylor went on the fore-gratings, and ordered the people to lower them again. Lieutenant Forfar made a push at him, and he jumped over to the other side. He saw Dixon on the forecastle on Thursday night, at the time the people gave him three cheers. He cheered too. The other prisoners spoke to the same effect.

The cross-examination of this witness was, like that of the former, unimportant.

Mr. Douglas, the Boatswain, sworn.

Q. *By Captain Eyles.* Do you recollect my speaking to Riley on the forecastle, on Thursday the 10th? A. Yes, Sir. Q. Relate to the Court the answer he made, and the manner in which he did it. A. After Captain Eyles came forward from carrying the first prisoner aft, we got a gangway made among the ship's company for the Admiral and Captain to walk forward. Captain Eyles walked forward till he came to Riley; he looked at him and said, You d—d rascal, what brought you here? Riley replied in a mutinous manner, with his arms across, I'll be d—d if I know: I'll be d—d to hell if I know. Captain Eyles said, I know you to be a rascal, and turned round to walk aft. Q. Relate what you saw of the other prisoners. A. I saw Comayne, or the six, forcing forward, among the ship's company: I heard his voice, but could not distinguish what he said.

Q. *By the Court.* From the 1st to the 11th, mention which of the prisoners you thought active. I saw all, except Simmonds. Q. Did you see one of them come aft, to quell the mutiny? A. I did not. Q. Did you see Lieut. Forfar make a push at Taylor? A. I saw him make a push at one of them.

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Cross examined by Allen. Q. In what part of the ship did you see me? A. Passing among the ship's company.

John M'Eash, sworn.

He said, the first time Allen spoke to him was on the forenoon of Saturday; he said Admiral Lord Nelson was in Leith Roads, and they were trying to go to the West Indies, and the people said they would not; and he hoped the ship's company would go the same way. He wanted him to go and pick a man out, to tell the Serjeant-Major that the marines were in the same mind as the sailors. Afterwards, in the galley, Allen came to him again, and asked him if he knew if the marines were determined to stand the same way as the sailors? He told him he could not depend upon any man, and that he did not hear any thing about it among the marines. He said, they were determined to have a row that night, and if the marines should fire among them, they must take the consequences of it: if they did, they would soon get a gun on the lower deck.

Cross examined by Allen. Q. Was any one present at this conversation. A. No.

Benjamin Blewitt, sworn.

Heard Allen say, the night before the hands were turned up, that there were 175 marines, all their names down, ready to come down.

Michael Fielding, sworn.

His evidence went merely in corroboration of that of the foregoing witnesses.

The Court was now cleared, and deliberated for a considerable time. When strangers were re-admitted, which was between five and six o'clock, the prisoners were informed the prosecution against them was closed, and that the Court, in order to give them an opportunity of preparing for their defence, would adjourn till half past ten to-morrow morning.

Taylor addressed the Court as follows:—"I have nothing to expect but death—I have deserved it by my conduct, and the breach of naval discipline I have been guilty of, but I am unprepared to die, and I sincerely hope the Court will allow me time to make my peace with God."

The Court then adjourned.

SECOND DAY, JAN. 15.

Neither of the prisoners delivered in any written defences.

EVIDENCE FOR ALLEN.

Durford Stevenson, sworn.

Q. Do you recollect any time between the 1st and the 11th that I was in your birth drinking after hours, or making use of any seditious words or toasts whatever. A. He never was in our birth drinking after hours, nor I never heard him drink a seditious toast in my life. I heard him say a certain number of marines had sent their names to the lower gun-deck to join the mutineers, and that the people forward were barricading the ship with hammocks, but if they would take his advice, they would let it alone; it was a very unjust thing.

Q. *By the Court.* From the 1st to the 11th of December did you ever hear the prisoner say he would not go out of the land? A. No, Sir. Q. Do you recollect him expressing to you at any time that he was not concerned with the mutineers; or did not wish to give them assistance?

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assistance? A. No. Q. From the 1st to the 11th did you see any one of the six prisoners assist the officers in quelling the mutiny? A. No.

TAYLOR'S EVIDENCE.

Prisoner. I only wish to clear up, as far as I can, the offence imputed to me of intending to hurt some of my officers; with that view I wish to call Lieutenant Douglas.

Lieutenant Douglas, sworn.

Q. *By Taylor.* Do you recollect, upon the fore-ladder being unshipped, my coming to you to ask you if you had hurt yourself, and offering you my hand to assist you in getting your leg from between the ladder and the cable? A. I recollect some man assisting me, I believe it was you. Q. And, upon the people calling for shot, did I not say, Sir, you had better go on deck, the people will hurt you? A. Some man, I believe it was Taylor, said, if you will go upon deck, we will go upon deck. I believe, and I am almost certain, it was Taylor.

Q. *By the Court.* Do you consider Taylor as one of the principal mutineers? A. Yes, I do; he has been particularly active upon all occasions.

Lieutenant Forfar examined. Q. At the time you drew your sword, did I make any attempt to take it from you? A. As I was standing by one of the port tackle falls, on the larboard side, Edward Taylor made an attempt to come across the hatchway, and looked forward, and said something that I considered meant the ship's company were to prevent my hauling the port up. I put my hand to my sword, and he went back again. I went to look for him, but he got among the crowd, and I saw no more of him till he got on the quarter deck; he appeared much agitated, as if he had been in a passion. I considered him as one of the most active in preventing the officers from hauling up the ports.

COMAYNE'S EVIDENCE.

William Miles, sworn.

Q. Did you ever see me in company with Simmonds and Dixon, passing any words? or did any part of my conduct lead you to suspect I was a ringleader? A. I never saw him in company with any but his birth mates; he was generally in his birth, reading a book. Q. Did yor ever hear me swear by the Holy Ghost and Virgin Mary, I would have my revenge, in company with these people? A. I did not. Q. Have you at any time, in the birth, ever heard me persuade any persons to keep their tongues quiet, and have nothing to do with it? A. I have, often.

Q. *By the Court.* Do you mean between the 1st and 11th of December? A. Yes, from the time the ports were lowered down, and frequently since that. Q. Did you see him aiding and assisting the officers? A. I did.

Q. *By the Court.* From the 1st to the 11th, did you see any one of the prisoners assist the officers in quelling the mutiny? A. No.

Thomas Williamson gave evidence nearly similar to the foregoing. And several other witnesses bore favourable testimony to the conduct of Comayne. He frequently advised the men to assist the officers

Admiral Campbell examined by Comayne. Q. Do you recollect my carrying the lantern? A. There were two or three lanterns; there was a marine, and also a sailor. Q. Did you go afterwards to the manger? A. I believe I did. Q. Did you not order me to hold the lantern in the manger? A. Such a thing was done. Q. Was not your sword naked

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at that time? A. It was so; and I am sorry to say had been an hour before.

The Court having far exceeded the usual hour of its sitting, adjourned.

THIRD DAY, JAN. 16.

William Clement examined by Riley.

Q. Do you recollect, on Thursday night, the 10th, when we cheered on the forecastle, being ordered on the booms, and afterwards on the quarter-deck? A. Yes. Q. Did you go down to your birth, after being ordered off the quarter-deck? A. Immediately. Q. Did Riley say, he would not go to the West Indies? A. He said it was a hard thing to go to the West Indies, and he would not go if he could help it. Q. From the 1st to the 11th, did you see him assist the officers in quelling the mutiny. A. No.

EVIDENCE FOR SIMMONDS.

George Anderson sworn.

Q. From the 1st to the 11th, did you ever see me forward on the starboard bay? A. No further than where he sleeps. Q. Did you ever hear me make use of any bad expressions? A. I never did.

Riley.—"I have done my duty in a boat since this affair has happened, and have been often ashore; and, if I had not thought myself innocent, it was in my power to have escaped coming to a court martial."

Court.—Perhaps you supposed you might not be taken up.

Q. *By Captain Bertie to Comayne.* Was you not in the Renown? A. Yes.

Captain Bertie.—I know nothing of him to his disadvantage; he was removed not for any fault, but by the surgeon, in consequence of a strain he got: I always considered him a very good seaman.

Admiral Campbell.—I took notice of Allen as cockswain, and thought he did his duty remarkably well. His behaviour induced me to make enquiries as to his conduct in general: I was informed he was a good, a trusty man. I used to tell Captain Eyles, there was no necessity for sending any of the young officers in the boat with him. When I was told that Allen had been active in the mutiny, I repeatedly asked, if it was the same man who was cockswain: I was quite surprised when I found it was.

Allen.—I am innocent. Nothing was ever before charged against me: I was always steady to my duty.

Taylor.—I am guilty of the greater part of the charge. I have been unhappily hurried away without thinking. At the time the affair happened, I was not twenty-one years of age. I had a good character in the ship before this transaction. I wish to call Lieutenant Walsh to speak on my behalf.

Lieutenant Walsh.—I always saw Taylor do his duty, but conceived he was a suspicious character.

Comayne requested *Mr. Walsh* to speak to his character.—Mr. Walsh said, he had been diligent and done his duty; he never knew any thing against him.

Dixon.—I have no question to ask Lieutenant Walsh. I am a very young man; I hope that will be taken into consideration.

Lieutenant Walsh, upon being referred to by *Simmonds* for a character, said, he had always been a very attentive fellow.

Comayne.—I know there is no merit in a seaman's doing his duty; but I hope I may be allowed to mention, that I have been eleven years

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in his Majesty's service, and never, during that time, got a cat on my back, or an ill word, or was struck by any of my officers.

The Court was now cleared. After deliberating about three hours, strangers were re-admitted.

THE SENTENCE.

The prisoners were put to the bar, and the Judge Advocate, in the same form as upon the last trial, read the Sentence, declaring *Allen*, *Taylor*, *Dixon*, *Riley*, and *Simmonds*, Guilty of the Charges against them, and awarding judgment of Death; and *Comayne* in part Guilty, and ordering him to receive 200 lashes.

The prisoners all exclaimed—"The Lord's will be done!"

Taylor.—I hope we shall be allowed time to make our peace with God.

President.—It does not rest with the Court; it depends upon a superior power.

Dixon requested Admiral Campbell would come to him, and hear what he would wish to say. The Admiral immediately went towards him.—"Look at this paper," said Dixon, while the tears flowed from him: "I have a wife and a child; see if this will have any effect in their favour when I am gone. The Lord have mercy on my soul."—It was a will, bequeathing his property to his wife. He declared his innocence of some of the charges against him; but confessed he was the man who unshipped the main ladder.

Taylor gave the Judge Advocate his will, in favour of James Brand, a seaman on board the Temeraire: he was assured it would be delivered safe.——The Court immediately dissolved.

EXECUTION.

Jan. 19, in the morning, *Taylor*, *Allen*, *Dixon*, *Riley*, and *Simmonds*, were executed, agreeably to the above sentence. The three former suffered on board the Achille, and the two latter on board the Centaur. They behaved in the most penitent manner, acknowledging the justness of their sentence.

Taylor, after praying as long in the captain's cabin as the short time he had to live would allow, begged leave to address the ship's company of the Achille, which being granted, he spoke to them as follows:

I hope the ship's company of the Achille, as well as all the spectators present, will take warning by my example. It is impossible for seamen to succeed in any attempt to mutiny. Sailors never did, nor ever would, stick to each other on such an occasion. Those who attempt to violate the laws of the land, or naval discipline, must inevitably expect to meet with the same disgraceful end I am going to suffer. I acknowledge the justice of my sentence, and forgive all parties concerned against me; I have made my peace with God, and am ready to die.

Allen and *Dixon* were equally penitent, and begged the ship's company would never think of opposing their officers, or be led away by a few designing men. They concluded with thanking, most gratefully, Captain Buller, for the indulgence with which he had treated them.

No orders have been yet received for the remaining seven men, who were condemned by the first court martial to be hanged. It is hoped that the lenity of Government will mitigate their sentence of death to transportation. They are very penitent, and attended every day by a clergyman.

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'*Jan.* 22.—A Court Martial was held on board the *Gladiator*, on Captain Sir Edward HAMILTON, Commander of his Majesty's ship *Trent*, for seizing Mr. William BOWMAN, gunner of the said ship, and four of his crew, in the main rigging, on the 11th instant. Sentence of the Court—*Dismissal from his Majesty's Service.*

Of this trial a correct and particular account will be given in our next Number.—We have to lament, that an Officer so highly eminent as a naval character for intrepidity, enterprize, and zealous attachment to the dignity and welfare of the service, should, in a moment of intemperate passion, have committed an act that must deprive, for a time the nation of his gallant services.

MONTHLY REGISTER
OF
Naval Events.

GENERAL OBSERVATIONS FOR JANUARY.

THE public mind is still kept in a state of anxious expectation by the delay in the conclusion of the Definitive Treaty; the repeated adjournment of Parliament when it was not judged prudent to state the motives, have greatly tended to increase the general inquietude.

Although we are not astonished at the protraction of the Treaty, we can readily admit that to commercial men it must have been attended with circumstances of peculiar solicitude and difficulty. The magnitude of the force sent to the West Indies by France, has also created fears for the safety of our Transatlantic possessions, considering the unprotected state they were supposed to be in, and the possibility of striking an important blow in case of hostilities being suddenly recommenced, before a fleet equal to oppose that of our rival could arrive.

A late declaration by the principal Members of Administration, is calculated in a great measure to calm these apprehensions, by an assurance, that a communication was made to his Majesty's Ministers, previous to the sailing of that fleet. The military force carried out by different Powers, we do not think to be more than adequate to the accomplishment of the object they are stated to have in view, the subjugation of St. Domingo, and restoring order to the different islands. How necessary it was, that the measures pursued to re-establish the authority of the Europeans in the West Indies, should be prompt in order to be efficacious, is evident from the late insurrections that have taken place in the French islands; and may account for the sudden and unexpected departure of their fleet. We ventured to predict, that although unforeseen occurrences had delayed the sailing of a fleet destined to observe the motions of our late opponents, yet other squadrons would be dispatched from distant quarters to supply their place; our conjecture has been verified, and we find that a squadron has arrived at Jamaica, another sailed from the Mediterranean destined for the West Indies, and that a force equal to the defence of our valuable possessions in that quarter, in case of unexpected events, will be speedily collected.

It cannot be denied but the situation of France is materially improved, and in case a renewal of hostilities should occur, that her fleet and army, in conjunction with what is supposed to have joined from the

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different ports of her allies, will present a very menacing aspect to our colonial possessions, but such an event we do not think at all likely to take place; it certainly is the wish of the French nation, and therefore the interest of their Government, speedily to confirm the engagements entered into with this country.

While we lament the unfortunate occasion that called them into action, we cannot but express our admiration at the prompt and decisive measures adopted by the Admiralty, on the late mutiny, and hope the fate of these misguided men will be the last instance we shall ever record of British seamen falling victims to the offended laws of their country *.

The efforts of the great Continental Powers to settle the intricate and various claims relating to the indemnities, seem at length likely to be attended with success; and there is reason to conclude that exhausted Europe may again look forward to the enjoyment of lasting tranquillity.

Correspondence which passed at Beerhaven, both from the Marines to the Officers, in offering their most zealous services, and from the Admiralty and Admirals, in approbation of their conduct.

No. I.

SIR, *Beerhaven, 12th Dec. 1801.*

We, the Non-commissioned Officers and Privates serving as Marines of a Detachment under your Command, on board his Majesty's ship Princess Royal, have heard with pleasure of the gallant conduct of our Brother Soldiers on board his Majesty's ship Temeraire, and therefore beg leave to express alike with them, our determination to oppose, with all our might and power, all unlawful combinations, and our readiness to obey our Officers night or day.

SIGNED BY THE WHOLE PARTY.

To Lieutenant Colonel Tench,
H. M. S. Princess Royal.

No. II.

SIR, *Resolution, Bantry Bay, Dec. 15th, 1801.*

I hope you will pardon the liberty we take in addressing you, but as we understand that some ships' companies have disobeyed the just commands of their Superior Officers, and knowing as we do, the dreadful consequences that formerly attended same practices; for our parts we abhor the idea, and we hope you will inform Captain Gardner, likewise the Admiral, that it is our firm resolution to support and maintain our Officers in any thing which they may think proper, and that which is best calculated to promote the interest of our King and Country.

I have the honour o subscribing myself, and in behalf of the Detachment of Marines, f

Your most obedient Servant,
WILLIAM HEANS, Serjeant.

To Captain Forshall, Marine Forces.

No. III.

Torbay, Dec. 25th, 1801.

The Lords Commissioners of the Admiralty having expressed their high satisfaction of the good conduct of the Marines of several of the ships under my command, with you at Beerhaven, in declaring their

* For a particular and authentic account of the trial and execution of the late misguided and unhappy Mutineers, see page 46 of the present volume.

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abhorrence of the Mutinous Proceedings which had lately taken place at that anchorage, and of their having come forward upon that occasion, so much to the honour of their Corps and the interest of their Country; I am to desire that you will be pleased to communicate the same to them, and assure them that I feel highly gratified on the present occasion.

(Signed) WM. CORNWALLIS.

To Vice Admiral Sir A. Mitchell, &c. &c.

No. IV.

Spithead, Dec. 29, 1801.

It is my directions to the Captains of his Majesty's ships, named in the margin *, under my orders, to communicate to the Marines serving on board the respective ships under their command, the above Letter from the Commander in Chief; and I feel equally happy their good conduct has merited such a mark of approbation from him, and the Lords Commissioners of the Admiralty.

(Signed) A. MITCHELL.

By some official mistake, the names of the Resolution and Vengeance were omitted to be inserted in Sir Andrew Mitchell's testimony of applause and thanks; but it has been publickly declared, that the Marines of those ships had been actuated by the same spirit, and had made the same honourable declaration in confirmation of their loyalty, and in support of the discipline of the service, as their Brother Soldiers in the ships specified.

Copy of a Letter to Captain Grindall.

"Sir—We, the crew of His Majesty's ship under your command, being deeply impressed with the most loyal attachment and duty to our beloved and revered Sovereign and Country, feel the highest sense of that subordination essentially and indispensably due to Commanders. It is, therefore, with the most sincere pleasure that we express our desire of convincing the Lords of the Admiralty, and the nation at large, that we never had the least correspondence with any ship's company whatever during the late mutiny. We are, therefore, proportionably hurt by the imputation of our being concerned in a crime which we abhor, and much lamented to hear was so atrociously committed on board the Temeraire.

"In consequence of our services being particularly required in behalf of our Country, we take this opportunity of expressing our readiness to go on any duty the Lords of the Admiralty may think proper to appoint. We hope, Sir, at the same time, that you and your officers will consider us as men far different from what we have been represented; as men who feel themselves most anxiously desirous of deserving and receiving the esteem due to loyal subjects and the zealous defenders of our Country. We have farther to express the high sense of gratitude and respect due to you and your Officers—particularly to Mr. Love, by whose advice we express our desire to go in a state of due subordination and alacrity to any part we may be ordered. In a word, we hope and trust that we shall be considered, as it will be our utmost endeavours to prove, obedient to duty, and your obedient humble servants,

"THE SHIP'S CREW IN GENERAL."

The above statement of the crew of the Formidable not being in the least concerned in the late mutiny, was corroborated by the following declaration of Ward to the chaplain and officers, just before the awful moment of his execution, on board the above ship:—

"We never had any powder, at any time, from the Formidable, or any communication with her crew whatever."

* Windsor Castle, Princess Royal, Malta, and Glory.

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PLYMOUTH REPORT,

FROM DECEMBER 26, 1801, TO JANUARY 8, 1802.

Dec. 26. Wind S. W. Hard Rain. Sailed the Sirius, of 36 guns, Captain King, for Torbay. Mr. Whitford, Coroner for Devon, took an Inquest on a Seaman, washed ashore at Mount Batter. Verdict, *Accidental Death.*

27. Wind S. W. Hard Rain. Came in the Sally Smuggling Sloop, Hicks, from Guernsey to Lisbon, with Brandies; she was forced in by stress of weather, in the violent gale of last night, having shipped a sea which washed four men overboard, and who were fortunately, by the returning wave, washed on board again, and saved.

28. Wind W. Cloudy. Yesterday in the gale of wind, as five seamen in a boat, were trying to get off with an anchor and cable, to a vessel then driving in Catwater, the boat shipped a sea astern, and not being able to cut the stopper of the anchor, the boat went down, and they were all drowned.

29. Wind W. Cloudy. Came in from Bantry Bay, after a short passage, the Fisgard, of 48 guns, Captain Seymour. Yesterday some sailors of the Impetueux, of 84 guns, Captain Sir E. Pellew, Bart. drank so excessively of raw spirits as to expire in a few hours; another seaman laid down before a fire in a Public House at dock intoxicated, and expired almost instantly. This day a survey was held on board the Resolu slop ship, before three Captains of the Navy, and Mr. M'Clellan, Surgeon of La Resolu, when several old and unserviceable seamen were invalided and discharged.

30. Wind N. W. Hail, Sleet, and Snow. Letters from Spithead, from the gallant Lieutenant W. Wooldridge, of the Pasley Armed Brig, state his safe arrival at the Mother Bank, but that his severe wound in his shoulder was not healed. Came in the Amethyst, 36 guns, Captain Cooke, (1st), from Torbay, with orders. Passed up from Bantry Bay fleet, fifteen sail of the line and three frigates, for Spithead, they have on board the Mutineers of the ships which were ordered to the West Indies.

31. Wind W. N. W. Rainy. Went into dock, to have her bottom examined, the Aboukir, of 84 guns, to see if her timbers are sound, and whether she is worth repairing. Went out of dock, and up the harbour to the higher moorings, to be laid up in ordinary, having received a complete repair, those two beautiful ships, the Canopus, of 84 guns, and Spartiate of 84 guns. Came in from a cruise, the Imogene, of 24 guns.

Jan. 1, 1802. Wind N. Frosty, with Snow. Came in, from Torbay, the Immortalité, of 40 guns, Captain Hotham. Came in, from Torbay, to be paid and victualled, the Neptune, of 98 guns, Prince, of 98 guns, and Childers, of 14 guns. Yesterday the St. Isidro, of 64 guns (prison ship), was paid six months wages in Hamoaze.

2. Wind N. W. Rain. Letters from Gibraltar, dated the 16th of November, state the safe arrival there, with part of the Straits fleet, the Racoon, of 18 guns, Captain Rathbone. She and the convoy experienced dreadful weather on their outward-bound passage, in the Bay of Biscay. The Racoon fell in with, steering for Brest, his Majesty's late ships of war Hannibal, of 74 guns, and Speedy, of 14 guns; the former taken in Algesiras Bay by Admiral Linois, and the latter by Gantheaume's squadron in the Straits; they were both under jury-masts and French colours: found the British fleet at Gibraltar all well.

3. Wind N. E. Snow and Frost. Came in from Bantry Bay, the Renard, of 24 guns, Captain Spicer. She experienced dreadful gales of wind, and shipped several heavy seas. By her is learnt, that the Namur, of 98 guns, Hon. Captain De Courcy, was obliged, when Vice-Admiral Mitchell left the Bay for Spithead, it coming in to blow hard, to bear away for Beerhaven, and run up twenty-six miles, but sailed again the 27th ult. and was left all well in the chops of the Channel, under her studding sails.

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4. Wind N. E. Hard Frost, Great Fall of Snow. Letters from the Good Design, of 24 guns, Captain Elliott, state her safe arrival at Minorca from Egypt, rather sickly, having lost eight men on the passage; was more healthy at the date of the letter, the 17th of November last.

5. Wind N. E. Frosty. Came in the Magnanime, 44 guns, Captain Taylor, from the Leeward Islands, after a passage of forty-one days, with several of the convoy. She was so badly manned, having only eighty-four men fit for duty she could not come to in the Sound, but rowed up the harbour. The sick men, eighty four in number, were landed this afternoon at the Royal Naval Hospital, and conveyed to different wards; they are mostly scorbutic complaints and dysentery; there are only two fever cases. When she left the Islands, Guadaloupe was completely in possession of the Blacks and Mulattoes, who had driven all the Whites away in circumstances of great distress. Came in from Bantry Bay, the Namur, of 98 guns, she was taken aback off the Isle of Wight.

6. Wind N. N. W. Snow. Sailed the Prince, of 98 guns, Captain the Earl of Northesk; she was paid wages yesterday. The Amelia, of 44 guns, Hon. Captain Herbert, is ordered to be victualled for four months. Arrived this day, from Bath, where he had been for the recovery of his health, Rear-Admiral Thornborough. He hoisted his flag again on board the Mars, of 74 guns, in Cawsand Bay.

7. Wind S. E. Fair. By Captain Singleton, of the John cartel, just arrived from Brest, is learnt, that one of the line of battle ships put back to that port dismasted in a gale of wind, and others were expected to follow.

8. Wind W. N. W. Fair and Frosty. Came in the Pompée, of 84 guns, Captain Stirling, from Spithead, to be paid off. She fell in with the Namur, of 98 guns, standing into St. Helen's. By the Pompée is learnt, that Vice-Admiral Mitchell has shifted his flag from the Temeraire, of 98 guns, to the Theseus, of 74 guns, which is to be the flag-ship on the expedition. Orders came down this day to allow only two days fresh beef to the men of war in harbour per week, there being so great a quantity of salt provisions in store at the victualling office.

PORTSMOUTH REPORT,

FROM DECEMBER 28, 1801, TO JANUARY 20, 1802.

Dec. 29. Arrived the following ships, under the command of Vice-Admiral Sir A. Mitchell, K. B. from Bantry Bay:—Windsor Castle, of 98 guns, Vice-Admiral Sir A. Mitchell, Captain Oughton; Princess Royal, of 98 guns. Rear-Admiral Sir E. Gower, Captain Atkins; Barfleur, of 98 guns, Rear-Admiral Collingwood, Captain Ommaney; Temeraire, of 98 guns, Rear-Admiral Campbell, Captain Eyles; Atlas, of 98 guns, Captain Jones; Formidable, of 98 guns, Captain Grindall; Glory, of 98 guns, Captain Wells; Juste, of 80 guns, Sir Edmund Nagle; Malta, of 84 guns, Captain Bertie; Achille, of 74 guns, Captain Wallis; Majestic, of 74 guns, Captain Gould; Resolution, of 74 guns, Hon. A. Gardner; Orion, of 74 guns, Captain Cuthbert; and Centaur, of 74 guns, Captain Littlehales. Also, La Nymphe, of 36 guns, Captain Douglas, from the Channel fleet; and the Concorde, of 36 guns, Captain Barton, in eleven days, from Newfoundland.

30. Sailed the De Ruyter, armed *en flute*, Captain V. Ballard, and the Calcutta armed transport, Captain Anderson, with sealed orders. It is supposed they are bound to Madeira, to take the 1st battalion of the 85th regiment from thence to Jamaica. Also, the Stork, of 16 guns, Captain Taylor, with Governor Halkett on board, for the Bermuda Islands.

Jan. 1. Arrived the Vengeance, of 74 guns, Captain Duff, which parted from the above squardron, from Bantry Bay. Sailed the Æolus, of 36 guns, Captain Spranger, with a convoy for the West Indies. They were obliged, by contrary winds, to return again this afternoon.

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4. Sailed La Nymphe, of 36 guns, Captain S. Douglas, for Torbay; and the Æolus, of 36 guns, Captain Spranger, with a convoy for the West Indies.

7. Arrived the Namur, of 90 guns, Hon. Captain De Courcy, from Bantry Bay. Sailed the Pompée, of 80 guns, Captain Stirling, for Plymouth, to be paid off.

9. Arrived the Sylph, of 18 guns, Captain Goate, from Torbay.

12. Arrived the Renard sloop of war, Captain Spicer, from Plymouth.

16. Yesterday and to-day the following ships, under the command of Rear-Admiral Campbell, dropped down to St. Helen's. They will sail, with sealed orders, the first fair wind, supposed for Jamaica—Temeraire, of 98 guns, Rear-Admiral G. Campbell, Captain Eyles; Formidable, of 98 guns, Captain Grindall; Majestic, of 74 guns, Captain Gould; Orion, of 74 guns, Captain Cuthbert; Theseus, of 74 guns, Captain Bligh; Desirée, of 44 guns, Captain Dacres; and Morgiana, of 18 guns, Captain Otter.

19. Arrived the Ambuscade, of 36 guns, Captain the Hon. John Colvill, from Jamaica. She sailed from Port Royal on the 7th of December, and left there Rear-Admiral Montagu, in the Sans Pareil, with his Majesty's ships Carnatic, Abergavenny, Crescent, Melampus, Juno, Circe, Bourdelais, and Tisiphone. The following ships were also there, having been detached from the Channel fleet, and arrived at Port Royal on the 26th of November, viz. Goliath, Elephant, Captain, Ganges, and Brunswick.

20. Arrived the Retribution frigate (late Hermione), Captain Forster, from Jamaica. She brought home Lieutenant-General Lord Balcarres, late Lieutenant-Governor of Jamaica, Colonel M'Murdock, and Lieutenant-Colonel Tremenheere (of the marine forces), Governor of Curacoa.

Promotions and Appointments.

Captain Wilson, of the Trusty, to the Regenerée.

Captain Guion, of the Eurus, to the Trusty.

Lieutenant M. Cowan, *pro tempore*, to the Eurus.

Captain Stephenson, of the Europa, to the Egyptine.

Captain Maitland, of the Waasener, to the Courier.

Captain G. Burlton, of the Haarlem, to the Success.

Captain Buchanan, of the Roebuck, to the Haarlem.

Lieutenant Hawes, of the Renown, *pro tempore*, to the Roebuck.

Captain Dunn, of the Fairy, to the Southampton, *vice* Garnier, deceased.

Captain Briggs, of the Salamine, to the Madras, *vice* Hare, deceased.

Lieutenant Mansel, *pro tempore*, to the Bull Dog.

Lieutenant Schomberg, of the Minotaur, *pro tempore*, to the Roebuck.

Admiral Montagu has shifted his flag from the Carnatic to the Sans Pareil.

Captain Penrose, of the Sans Pareil, to the Carnatic.

Captain Katon, made Post, to the Sans Pareil.

Captain Honeyman, of the Garland, to the Topaze.

Captain Carthew, of the Shark, is to be made Post, to the Garland.

Lieutenant Johnson, made Commander of the Shark.

Captain Dundas, of the Solebay, to the Elephant, *vice* Foley.

Captain Baker, of the Calypso, made Post, to the Ganges, *vice* Freemantle.

Captain Charles Ross, to the Druid, *vice* Apthorpe, indisposed.

Lieutenant Robert Barrie is made Master and Commander into the Calypso sloop of war.

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Captain John Wentworth Loring, late of the Abergavenny, is nominated to the Syren, of 32 guns.

Lieutenant James Billycrap, late First Lieutenant of the Venerable, 74 guns, Captain Hood, is made a Commander.

Lieutenant W. Wooldridge, second son of Captain Wooldridge, of the Royal Navy, who was so severely wounded in boarding and capturing a Spanish polacre off Ceuta, is also made a Commander.

Captain Fanshawe, son of the Commissioner of Plymouth dock-yard, is made a Post-Captain, and appointed to the Southampton frigate.

Lieutenant Lane, of the Harpy, is appointed to his Majesty's ship Overyssel.

Mr. John Sheridan of his Majesty's ship Dryad, is made Lieutenant, and appointed to the Woolwich.

Mr. Dodson is made Lieutenant, and appointed to his Majesty's ship Galgo.

Mr. Edward Morres is made Lieutenant, and appointed to his Majesty's ship Arrow.

Mr. H. S. Collet is made Lieutenant.

Mr. B. N. Pateshall is made Lieutenant.

Captain Buller has resumed the command of the Achille, of 74 guns, *vice* Wallis.

Lieutenant Edwards, late of the Royal William, is appointed a Lieutenant of Haslar Hospital, *vice* M'Gregor, deceased.

Mr. Mitford, Lieutenant to the Resistance frigate.

Mr. Meik, Midshipman of his Majesty's ship Lancaster, and the eldest son of Dr. Meik, Physician, is promoted to the rank of Lieutenant of the same ship.

Mr. Collis, Purser of the Savage, is appointed to the Iris.

Mr. William Young is appointed Purser of the Savage.

Mr. Macbean is appointed Purser of the Puissant, *vice* Hope, deceased.

Mr. Edmondson, Purser of the Winchelsea, to the Fortitude.

MARRIAGES.

Lieutenant Knight, of the Royal Navy, to Miss Louisa Smith.

Mr. John Stirling, Surgeon of the Royal Navy, to Miss A. King, daughter of D. King, Esq.

OBITUARY.

The 3d instant, in Ireland, Captain P. Chapman, of the Royal Navy. He was one of the Officers who went with Lord Macartney in the Embassy to China; and was First Lieutenant of the Triumph, in Duncan's action off Camperdown, in which he was wounded; and from his particular good conduct that day, he was made a Captain; and ever since he remained unemployed.

The 4th instant, on board the Ambuscade, Mr. Philip Payne, only son of John Payne, Esq. of Stubbington House.

Lately, Lieutenant Blaxton, of the Royal Hospital at Haslar.

At Spithead, Mr. W. Miller, Gunner of the Minotaur.

Lately, in the West Indies, Captain B. Hale, of the Castor frigate.

Also, Captain J. Garnier, of the Southampton, and son of G. Garnier, Esq. of Wickham, in the county of Devon. This is, unhappily, the fourth son he has lost in the service.

In November last, in St. Domingo, Mr. Stephen Bowditch, Midshipman of the Ambuscade. He had been carried into Gonaives in a re-captured prize, of which he had the charge.

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COMMODORE EDWARD THOMPSON

Pub.d March.1.1802 by Bunney & Gold 103 Shoe Lane

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FURTHER PARTICULARS

RELATIVE TO

THE LATE CAPTAIN EDWARD THOMPSON.

HAVING been favoured with some additional circumstances relating to the late Captain EDWARD THOMPSON (as an author), whose BIOGRAPHICAL MEMOIRS appeared in the Sixth Volume of the NAVAL CHRONICLE, we here subjoin them, together with such other particulars as have not been already noticed.

Mr. Thompson's first essay as an author was at the early age of sixteen, under the title of Sailors' Letters, in 2 vols. 8vo., and particularly describe his voyage to India, and his remarks on the country, natives, &c. of that clime.

In one of his letters after his arrival at Madras, he gives a very accurate and impressive description of the fragrance of Ceylon, and its reviving effects on the crew, relaxed and sickly from their long voyage.

We have a striking picture of Madras in his third letter, as it first presented itself to the young voyager. Becoming more acquainted with the country, his mind extends beyond objects of sensation to those of research and reflection. In his account of the Bramins, we perceive intellectual acuteness accurately investigating fact, and deducing just inference; from Pagan idolatry he proceeds to the history and effects of Christianity in those countries. Coming to more miscellaneous subjects, he gives us a lively idea of the impression made on a youthful mind by Oriental pomp. "The respect offered even to a plebeian European is sufficient to make him renounce the simplicity of his native country; but when I ascend to the Governor, it is beyond any regal pageantry you can conceive; a jaunt to his villa is like the moving of an army. I cannot say he is a demi-god, but he is certainly a demi-king amidst his demi-devils."

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His vivid impressions do not prevent the operation of a vigorous and correct judgment. "A man," says he, "ought to have a strong share of good sense, and abundance of humility, to withstand such honours and such adulation, unless he means to reside here his whole life; for it is an intoxication the air of England greatly disagrees with." From Madras he proceeded to Vizakapatam, of the physical and moral state of which he gives a very animated description, containing a great deal of sportive humour, mingled with very vigorous and serious remarks. In this early part of his history, Mr. Thompson manifests two constituents of genius; a lively susceptibility of impression from the objects around him, with a vigorous understanding, that enabled him to judge as well as feel, and prevented him from being misled by animated impulse. In his account of the customs concerning women, we see that sensibility to their charms, joined to a high respect to the sex, which combine in fitting the possessor for elevated love.

In 1755, our young sailor returned homewards. At St. Helena he fell in love with a young lady named Miss Griffiths, whom he describes with all the glow of youthful imagination and passion. His inamorata had been incensed at a rival beauty, who, having given a ball to most of the chief people of the place and of the ship, had not included her and her lover in the invitation. To gratify his mistress, Mr. Thompson wrote a lampoon, which was affixed on the door of the other beauty's house. She having also her hero, a challenge was sent to Mr. T. The fair Helen who had caused this quarrel, to prevent her lover from exposing his life, applied to his Commander, and had him secured. Confined to his cabin, he wrote a poetical epistle to Miss Griffiths, which is a very good specimen of genius, prompted by love and courage, indignant that the latter could not be employed.

In the course of his letters during this voyage to India, we see sensibility, taste, vigour, considerable acquaintance

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with English poetry, and also the classic pages of the Roman bards.

In May 1756, just after war was declared against France, he wrote to his nephew, J. Thompson, jun. who had just embraced the same profession, letters of general and professional advice, discovering not only a thorough knowledge of that particular subject, but much insight into human nature. He now sailed to New York. From New York he sailed to Antigua, of which he gives a particular account, and also of the inhabitants. In illustrating his observations, he shows himself well acquainted with ancient history. Barbadoes and Tobago call forth his powers of description.

In 1757, he set sail for England. At leaving the West Indies, he wrote his poem of The Creole, which showed him well acquainted with that species of character. On his arrival in England, he underwent an examination for Lieutenant, which occasioned a very able letter from him to his friend, Mr. Musgrave, on the subject of examinations in general. He was now appointed Lieutenant of the Jason, which was sent over to Embden with Brudenell's regiment, to reinforce the garrison. Wherever he went, attending to men and manners, he here describes the inhabitants of the northern part of Germany.

He removed from the Jason, and sailed in the Dorsetshire to Lisbon, in 1758. Continuing there for several months, his letters contain a view of the physical, commercial, moral, and religious state of Portugal, with a particular account of the earthquake. In 1759, we find him cruising between the Bay of Biscay and the chops of the Channel, and engaged, in November of that year, in Sir Edward Hawke's celebrated battle with Monsieur Conflans, that ended in so glorious a victory.

In this battle Mr. Thompson was stationed at the same gun with Lieutenant Inglish, of the marines, and while he was in the act of handing a bowl of grog to the latter, a cannon-ball carried it clean off, without injuring either of them. Lieutenant Inglish's coat was, after the action, ex-

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hibited as a curiosity, for it was so full of shot-holes as made it a perfect sieve, although its owner did not receive a single wound.

After the autumn of 1761, he was not employed in service during the remainder of the seven years war.

His active mind, now no longer engaged with official objects, again displayed its powers in literary productions. He wrote the poem of The Meretriciad, being a description of the most remarkable women of the town. This poem we have not seen, and if we had, we should of course, not have analyzed. It met, however, with success, and was the means of his acquaintance with the poet Churchill.

In 1765, he produced The Courtezan, a poem, 4to; which was followed by The Demirep, 4to. another poem of the same species, and possessing as much merit as could with propriety be ascribed to any of his preceding performances. At the end of this last poem he announced his intention of publishing three works, which it is believed never appeared; these were, Woman, a Poem; The Devil in London, a Satire; and, The History of the most remarkable Ghosts that have appeared from the Creation to this Time.

In 1769, Mr. Thompson commanded the Tartar cutter, and being stationed on the coast of Scotland, made a tour to the western Highlands. Captivated with the situation of Bonhill, a village in Dumbartonshire, upon the banks of the Leven, two miles above the confluence of that river and the Clyde, he wrote a very beautiful poem on the place, in which, first describing the picturesque charms of the delightful vales, and hills rising from them by degrees to mountains, and all overtopped by the majestic Ben Lomond, he proceeds to the history of the place, the most remarkable events, and most illustrious natives, and does justice to the character of Smollet, born on the Leven, and to the sufferings of Mary, imprisoned on its banks. Taste, feeling, and discrimination, mark this composition; and we think it at least equal to Smollet's own verses on the Leven and Loch

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Lomond, inserted in his Humphry Clinker *. Our son of Neptune and Apollo, having a natural affection for the near relations of these Deities, was warmly attached to Venus. He was an exquisite judge of beauty, and poignantly felt its power. At Dumbarton he was forcibly attracted by the beauty of a ferryman's daughter, to celebrate whom his Muse came forward, in simple and charming verses. While on the Scotch coast, a part of his duty or amusement was to make a correct survey for a chart; a branch of maritime knowledge to which he paid considerable attention, and for which his pupil, Sir Home Popham, is so very eminent.

Mr. Thompson was well acquainted with Messrs. Colman, Garrick, Foote, and many others of the same description.

In 1772, Mr. Garrick brought out the mask of King Arthur, with splendid scenes by De Loutherbourgh, and among others a view of the Isle of Wight and the Naval Review. This pageant miscarried; but how to make something of the scenes became another question. He therefore called on Captain Thompson, at Kew, and begged him to come to Hampton that night. Captain Thompson arrived about nine, where he found Mr. and Mrs. Garrick, and Hopkins, the Prompter. Says Garrick, "could you alter the Fair Quaker, and add a new character to it?" "Yes," replied the Captain, "you shall have a new act to breakfast." This was presented accordingly; and while Garrick took an airing, Mr. Thompson finished the second and third acts, with the character of Dick Binnacle. This pleased Roscius so much, that the parts were copied as fast as he wrote them; and though he did not begin till the 2d of November, the play was performed on the 9th, and successively for sixteen nights, with the scene of the review, and the celebrated song of Rule Britannia.

In 1773, he and Mr. John Macmillan, a very ingenious gentleman, native of the county of Inverness, began the Westminster Magazine, in which they both conjunctly and separately

* They were first inserted in the British Magazine, of which Dr. Smollett was Editor.

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wrote a variety of pieces in prose and verse, pathetic, humourous, and critical. The Sailor's Love Letters to Pollio, carry with them every intrinsic evidence of being the production of Captain Thompson. Soon after the commencement of this publication they received the regular aid of Dr. Goldsmith, and Dr. Gilbert Stuart, the historian of Mary, and the occasional aid of Johnson, George Colman, Foote, and other literary gentlemen.

The fertile genius of Mr. Thompson was employed in contributing to various periodical publications; but chiefly to the Whitehall Evening Post, St. James's Chronicle, London Packet, and the Westminster Magazine. He also continued to cultivate the dramatic Muse. In February, 1776, the Syrens, a Mask, by him, was acted at Covent Garden Theatre; and in August of the same year, a farce, called St. Helena, or the Island of Love, was performed at Richmond.

In the same year he wrote, in one day, The Electrical Eel, a humourous poem, which passed through many editions.

In 1778, he became Editor of a collection of poems called The Muse's Mirror. It contains many fugitive pieces of his own, and is farther valuable from bringing into one view before the reader the poetical effusions of men of most distinguished ability. There are, with various compositions of other authors, productions of Wilkes and Garrick, not a few by Churchill and Sheridan, and two by the pen of Charles James Fox. This collection itself, independent of the excellent performances entirely his own, entitles the author to the gratitude of men of taste and literature.

Soon after the death of his friend Mr. Garrick, a scheme was proposed for uniting Captain Thompson and Mr. Lacy in the management of that gentleman's share of Drury-Lane Theatre; but this plan, being opposed, was rendered abortive.

Captain Thompson had in former years experienced the inconveniences of a contracted income, and had, with some

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difficulty, notwithstanding all his exertions and industry, preserved himself from feeling, in some degree, the pressure of poverty. He at this time published a collection of bon-mots, entitled Aristophanes, containing the jests, witticisms, and extraordinary anecdotes of Samuel Foote, Lords Chesterfield and Tyrawley, Messrs. Churchill, Thornton, Cox, Lloyd, and their contemporaries, with not a few of Mr. Thompson's own. To this he prefixed a Life of Foote, containing a very accurate delineation of his character, and an able critical dissertation on the genius and writings of Aristophanes.

War now breaking out between France and England, Captain Thompson was called into professional employment. He was appointed Commander of the Hyæna. The Captain was peculiarly attentive to the health, accommodation, and comfort of the sailors. It was customary with him, when any of his crew were seized with sickness, to visit them every day, and from his own store supply them with fresh provisions, or whatever else he thought useful. The common expressions of the sailors, when conversing on his humanity, were, "Ah, there goes his Honour, God bless him! he is always the poor man's friend!"

Captain Thompson was engaged in the battle in which Admiral Rodney defeated the Spanish fleet off Cape St. Vincent. Captain Macbride was immediately dispatched by the Admiral to carry home the pleasing intelligence. Four days afterwards Captain Thompson was sent with farther particulars, and arriving several days before the other gentleman, had the good fortune to be the first bearer of the news. He was presented early in the morning to his Majesty, when he declined the honour of Knighthood, which Macbride afterwards accepted. The King, however, ordered him a purse of five hundred guineas; but which he never received.

Having returned to Gibraltar, he was soon after appointed Commodore of an expedition against Demerary; which, as well as the settlements of Berbice and Issequibo, then in the possession of the Dutch, surrendered without opposition, and

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the Commodore brought home the Dutch colours. He always spoke in the highest terms of the wonderful fertility of this colony, and its value to the British nation; and once intended, on the return of peace, to cast his anchor there for life. His opinion has since been fully justified, for at present it is one of the most lucrative and prosperous of the British colonies.

It was while the Commodore was on the Demerary station that Sir T. Boulden Thompson first appeared a Commander of a sloop till his return home. The Commodore took three very rich prizes at this time; and, though all condemned, through the collusion of the agent, or other causes, he only received a share of one, the least valuable of the three. Commodore Thompson brought home a native of Guiana, whom he afterwards educated, and introduced into the Navy. It was indeed part of his general character to take great delight in rearing up, and bringing forward in life, any young man to whom he took a fancy. The numerous instances of his benevolence in this way have not been exceeded by any gentleman of equal or even superior income. In the Navy, many distinguished Officers now exist, who were disciplined by the Commodore. Among these, (as mentioned in our former Biographical Sketch of Captain T.) Sir T. Boulden Thompson, and Sir Home Popham, owe to him much of their present eminence. The former was from his infancy tutored by him; the latter he took under his care from Eton school, he was his First Lieutenant at his death, and succeeded *pro tempore* to the command. The talents of the former, independent of other heroic exploits, will descend to future times with high renown for his eminent services and gallant conduct in the glorious battle of the Nile, and for his unparalleled contest, in the same crippled ship (the Leander of 50 guns), with a French 74, soon after. The latter is no less distinguished as an Engineer and a Maritime Surveyor, than for his skill in the management and discipline of a fleet. Admiral Sir Alan Gardner, too, received the early part of his nautical knowledge under the subject of our biography.

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He also introduced into the service the celebrated circumnavigator, Captain Charles Clarke, who made three voyages round the world with Byron and Cooke, and who died at Macao in accomplishing his fourth. No man before him sailed so many leagues, few possessed so much coarse wit, good sense, and honour. He served with Captain Thompson, in the Dorsetshire and Bellona, from 1757 to 1762. The gallant Lieutenant Wright, we believe, who fell before St. Jean D'Acre, and so much lamented and extolled by Sir Sidney Smith, was introduced into the service by Captain Thompson. His attention to young men was not confined to the Navy; it extended to various professions of life.

A Cornish Squire, lineally descended from Bampfield Carew, the King of the Gypsies, treated all Sea Officers with uncommon rudeness. Unluckily for him, among others, he complained of Mr. Thompson, then under the command of Admiral Lord Edgecombe, on the Plymouth station. The Admiral oppressed the Officer, to oblige the Squire. However, the Sea Bard soon made his quarters good; and though he was most unjustly treated, he was most completely revenged, in as severe a poetical lampoon as could well be penned, which so irritated and exposed the Squire, that he ever after conducted himself with more politeness to naval gentlemen.

About the end of the war he was stationed on the coast of Africa and on his return being introduced into the Royal presence, he presented to their Majesties an Angola sheep, cow and calf, various curious birds and plants, and an African hut.

Among other poetical pieces, Captain Thompson wrote a number of admired songs. Among these were, Loose every Sail to the Breeze, Behold upon the gallant Wave, and others; but the most popular of them all was, The Topsail shivers in the Wind, written about the year 1780. Perhaps there is not a song to be found in the English language better adapted for the expression of combined heroism and tender-

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ness; the music, being a conjunction of grandeur and pathos, is admirably adapted to the words. It clearly exhibits each emotion, and also the variation of the affections, according as actual separation and expected return, presenting themselves to the mind, excite melancholy or hope.

This song was first set to music by Hook; but the author deeming it inappropriate, gave his own idea of the character of the music he wished to Arne, who composed the admirable music to which it is now sung.

In 1785, Captain Thompson was appointed Commander of the Grampus. Upon leaving the Hyæna, at Plymouth, he directed his crew to repair to the dock-yard to be paid off, and told them he would follow them. Having received their pay of several years, the Captain appeared among them; and after addressing them on their good conduct and discipline, asked them how many days they required to expend their money? This was on a Friday. The majority replied, that by Tuesday following they would be able to get through it. "I will give you till Thursday," said the Captain, "and then I expect every man at his post." The Captain was stopt short by one of the principal Officers of the yard, then present, who said, that he was going to make a very rash and dangerous experiment; for that the greater part, if not all, would desert. "Never fear," replied the Captain, "I know them so well that I will take upon myself every consequence that shall arise from this indulgence." The crew gave him three cheers, and took him at his word.

The Captain on this, as on all similar occasions, persuaded such of his crew as were married to allow him to transmit one-half of their pay to their wives, and this they never failed to do.

Next day, The Fair Quaker of Deal, as altered by himself, was, by his direction, performed at the Plymouth Theatre, and his name was accordingly put in the bills. Fifty of the crew, with their ladies, presented themselves at the door of the play-house, and demanded admittance, without the ceremony of paying; alledging, that it was their Commander's

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play, and that whatever was his they were welcome to. During the tumult which this occasioned at the door, a messenger was dispatched to the Captain, who was then in the stage-box, requesting him to come out and pacify them. "Admit them directly, I will pay for them," said the Captain. In the mean time, the tars, roused by resistance, did not on this occasion wait for orders, but surmounted every opposition, and rushed in. Observing their Commander, they gave him three cheers, and remarked, "There's his Honour, God bless him; he has got as good and tight a frigate as ever was manned in his Majesty's Navy." They concluded with one of the Captain's admirable sea-songs.

Thursday, the day of the expiration of their leave of absence, arrived, and not one of the crew was absent from his post.

When Commodore Thompson was last on the African station, he caught a fever. The Grampus at the time was crowded with a vast number of monkies, parrots, and other birds, with a diversity of animals peculiar to Africa, and which the Commodore intended as presents on his return to Britain. The Surgeon appeared on the deck, and informing the crew that the stench arising from these animals had increased the virulence of their Commander's disorder, and was likely to be of very bad consequence, in an instant the sea around the ship was covered with bird-cages, birds, monkies, and other animals, and every part of the ship thoroughly cleansed.

His distemper, notwithstanding every precaution, continued to gain ground, and the Surgeon entertained no hopes of his recovery. On the 17th of January, 1786, he departed this life. His ship was filled with lamentation; the crew conceiving they had lost not only a brave and skilful Commander, but a friend and a father.

Captain Thompson was a man of a vigorous understanding, well cultivated, a lively imagination, a benevolent and firm heart. The powers of his mind manifested themselves in the readiness with which he apprehended the nature and

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tendency of objects, of the most various kinds. With a soul feelingly alive to each fine impulse, the strength of his judgment prevented him from being misled by his sensibility. His invention was fertile, and, both in his literary and naval career, uniformly displayed the abundance of its resources. He was well skilled in the means of acquiring ascendency in the circles in which he moved, and among the classes or individuals with whom he had the chief intercourse. By literary and naval men of all ranks he was highly respected.

Perhaps the most prominent features in Captain Thompson's intellectual character were quickness of apprehension, with a strong and retentive memory, and the power of fully comprehending the materials so acquired, classifying and applying them to their appropriate purposes. His imagination was vivid, but less frequently exercised than his understanding. Imagery, though not unfrequent in his works, is far from characterizing them so much as observation and reflection. He is chiefly distinguished for sentiment and thought. He abounds in humour more than wit; in passion and sentiment more than in humour; and in sound and strong sense more than in either. His dispositions were amiable and benevolent, and fortified by the powers of his mind. His discrimination appeared in his moral habits and affections, as well as in his intellectual efforts. He was courageous, but not rash; kind and compassionate, and indulgent in the extreme; but rigid in the exaction as well as the performance of duty. His sailors were treated with the utmost kindness, but never suffered to be idle or inactive. He rendered them happy, but made them strictly obedient to orders; and none could surpass them in navigating a ship or in facing an enemy. He possessed not only benevolence, discriminating means and objects; firmness and self possession; but magnanimity and elevation of sentiment. While he was generous as a master and a Commander, he was peculiarly ardent as a friend. The sensibility which was delighted with the beauties of Nature was still more glowingly alive to moral excellence. To his friend he would sacrifice his

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ease, his security, and his fortune; but here, as in every other part of his character, the fervour of sensibility was chastened by discrimination. Deep as was the impression made on him by real excellence, he was not to be imposed upon by counterfeit. His manners, naturally frank, open, and agreeable, liberalized by intercourse with mankind, and polished by conversancy with elegant society, were peculiarly engaging and impressive. He was chearful, sociable, and abounding in good-natured merriment; easy, without the encroachment of familiarity.

Captain Thompson was a very handsome man, with a fine, open, expressive countenance; in stature above the middle size; well proportioned; combining elegance with agility and muscular strength; with a manly and graceful air, and dexterous in all the exercises and accomplishments which set off manly beauty to the greatest advantage. In the latter years of his life he was rather corpulent.

We shall close this account with the character of Commodore Thompson, written by the late Dr. Gilbert Stuart; to which we shall add two Epitaphs written by Mr. Thompson on himself.

On the 17th day of January 1786, died upon the coast of Africa, in the discharge of his duty to his King and his country, Edward Thompson, Esq. Commander of the Grampus, and Commander in Chief of his Majesty's squadron on the coast of Africa; an Officer of very distinguished eminence, and a gentleman extensively known in the polite and in the literary world. His dispositions were happy and amiable; his acquirements very far beyond mediocrity; his virtues transcendant and firm. He had courage without pride; and was fond of liberty without licentiousness. His ambition taught him to court danger; his resolution to surmount it; and his Officers and crew, convinced of his knowledge, and admiring his generosity, were impatient to flatter his attention, by the most unequivocal marks of their submission and zeal. From his zeal and attachment to the commercial interests of his country, in saving two valuable convoys from the enemy, he was twice tried and acquitted, with those plaudits of renown which are the certain indications of the highest merit. The elevation of his sentiments placed him out for admiration in every situation of life. While he was generous as a master, he was still

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more so as a friend. His heart alive to the most virtuous sensibilities, indulged itself in actions the most brilliant. To his friend he was ever ready to sacrifice his fortune and his ease. It was not slightly that he formed his opinions; and he did not easily abandon them. A mind so cultivated as his, could not be insensible to gallantry, and it is fit that the brave should be rewarded with the smiles of beauty. He had a talent for poetry, and was not insensible to the elegance of the fine arts. He even wrote verses with some degree of success, and not unfrequently discovered those natural graces which escape the pens and the penetration of more artificial writers. What is surprising, his judgment was solid, and yet his imagination was warm. He formed his purpose with phlegm, and put it in execution with ardour. He was perfectly free from mystery. Nature intended his actions to be emblems of honesty; and even all his knowledge of the world could not seduce him into corruption. At the age of forty-eight years he ceased to be every thing that is most honourable, and left it to his relations and friends to weep over his memory with an unavailing sorrow and regret.

EPITAPHS.

'TIS wonderous strange—yet 'tis true as 'tis strange,
Here lies one on his back, who the world round did range:
Who for twenty-nine years cruis'd the turbulent main,
And contended two wars against *Gallia* and *Spain*;
And tho' he commanded the best sailing ship
That ever bore gun-powder, canvas, or flip,
Yet he ne'er took a prize, tho' ten years a command,
That would purchase the Captain one acre of land.
But to what distant country his vessel did swim,
All women and ships were *Hyænas* to him.
Yet in spite of distresses, and ev'ry mishap,
'Till death let his *top-sails* run down on the cap,
With griefs and misfortunes the sailor was even—
He laugh'd at them all, and weigh'd anchor for Heaven!

NED THOMPSON at last is *sail'd* out of the world,
His *shrouds* are *cast off* and his *top-sails* are *furl'd*;
He lies snug in Death's *boat*, without any concern,
And is *moor'd* for a *full due ahead* and *astern*.
O'er the *compass* of life he has *merrily run*,
His *reck'ning* is out, and his voyage is now done;
When his *journals* are pass'd by their *Lordships* above,
Then his *lee-way* in life they will d—n or approve.

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ILLUSTRATIONS OF NAVAL HISTORY.

MR. EDITOR,

A COPY of the work written by and printed for JOSIAH BURCHETT, Esq. Secretary to the Admiralty, in the year 1720, under the title of "A Complete History of the most remarkable Transactions at Sea," &c. &c. having fallen into my possession, and conceiving it to contain many curious articles that will be extremely interesting to the generality of your readers, it is my intention from time to time, to transmit for your inspection and insertion in your national Work the NAVAL CHRONICLE, what I conceive will be most curious and acceptable to your Subscribers.

The first thing I read on opening the book was the Preface, which I now send. It is so just a sketch of the state of the Navy at that time, and points out the duty of the different Officers, from the Lord High Admiral to the lowest order, together with other matter, as in my opinion cannot fail of being interesting. Yours, &c.

L. G.

REASONS FOR UNDERTAKING THE WORK.

ALTHOUGH I might very reasonably have been excused from the trouble of any part of the following work, since the public station I am honoured with hath called for the much greater part of my time, yet when I considered that the transactions of our nation on the seas, during the two long and expensive wars with France, were matters very worthy as well to be more universally known to the present age, as to be communicated to posterity, and that I was furnished with materials for such an undertaking which could not be in the possession of any other person, I have imposed on myself that task, and, in performance thereof, borrowed many of those hours which were no more than necessary for the preservation of my health.

OF FLEETS IN ANCIENT TIMES.

As most Princes, and States, whose dominions have bordered on the sea, did, more or less, even in early ages, furnish themselves with shipping, as well for the defence of their coasts and traffic, as to extend their conquests; so have they, from time to time, augmented their naval force, in proportion to what they found others do who

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were nearest neighbours to them. Thus Rome, when she was much annoyed by the Carthaginians, deemed it absolutely necessary to prepare a floating power to repel them, between whom many bloody battles were fought, as had been before, when the Athenians, and Lacedæmonians contended, and since between other States and Potentates.

The Tyrants of Sicily have been famous for their fleets, but more especially those of Syracuse. There were often naval battles between the republics of Venice, Genoa, Pisa, and others, but more especially the former and the Turks. The Saracens with their fleets encountered the Christians when they attempted to recover the Holy Island; and the Governments of Algiers, Tunis, and Tripoli have for a long time had their ships of war: nay, even the Emperor of Morocco wanteth not his rovers, which frequently have molested the trading subjects of other Princes.

As the Kings of England thought it necessary, from time to time, to increase their maritime strength, the French, and the States General of the United Provinces have augmented theirs, especially in latter days; but of those Princes, or Governments, who have been most formidable at sea, from the remotest times of navigation, I shall be as particular as possible in the ensuing history, and will therefore confine myself in this Preface to what doth more immediately relate to the Royal Navy of Great Britain.

ON WHAT SERVICES THE SHIPS OF THE ENGLISH NAVY HAVE BEEN EMPLOYED IN THE TWO LAST WARS.

Various have the services been which necessarily required the use of our fleets, and squadrons, but more especially in times of so great action as the two last wars. Many of our royal ships have been employed in the Mediterranean sea, not only to protect the Spanish monarchy from the attempts of the French, but afterwards to assist in establishing his present Imperial Majesty on the throne of that kingdom, when Great Britain, together with her allies, maintained, at an incredible expence, as well of treasure as blood, a long war not only with the French King, but with that part of Spain also which adhered to the interest of his grandson Philip, who is now in possession of the Crown.

THE EXPENCE OF THE FLEET OF ENGLAND IN TIME OF WAR.

While great part of our warlike ships were thus ranging about the Mediterranean, no small numbers have been employed in the British Channel, as well as on the coasts of America, Portugal, and other foreign parts; besides which, others were, at the same time, made use of in convoying our trade to Turkey, Newfoundland, Russia, the

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Baltic Sea, and to our remote Governments and plantations, insomuch that the ships of war of Great Britain have been constantly traversing not only our own, but almost all the other known seas, so that the number of Officers and men established on them have sometimes amounted to fifty thousand, the expence whereof (supposing them to be continued in service thirteen lunar months) for wages and victuals, together with the wear and tear of the ships, the former and latter being commonly estimated at thirty shillings a man a month each, and the other at twenty, amounts to two millions six hundred thousand pounds; not but that, as circumstances of affairs would admit thereof, divers of the ships have from time to time been paid off, and laid up in the several harbours, for easing, as much as might be, this very great charge. And, besides what may be absolutely necessary for the many other pressing affairs of the State, if sufficient sums of money could be hereafter provided, for the timely paying off the Officers and men of such ships whose immediate service may be dispensed with, or whose conditions are such as to require considerable repairs, before they can be longer employed, the expence of the Government would in that particular be very much lessened.

Although this nation hath been, even in remote times, famous for its strength at sea, were it to be compared with that of other Princes and States; yet, could we look back, and view those Shipping which were heretofore made use of in our Maritime Wars, what a vast disproportion would there appear between them and those which composed our Royal Navies two centuries past (I mean not as to the number of the ships and vessels, but their magnitude); and much more so, were they to be compared with our present floating castles.

COMPARISON OF OUR PRESENT NAVY WITH THOSE OF FORMER TIMES.

King Edward the Third, when he crossed the seas in order to lay siege to Calais, had indeed a very great number of ships, but most of them were furnished by the sea-port towns of the kingdom, and some from Spain, Ireland, Flanders, and other parts.

The whole number, as it appears by a record in the famous Cottonian Library, amounted to seven hundred and thirty eight ships, and the mariners on board them to fourteen thousand nine hundred and fifty-six, each of whom were allowed after the rate of fourpence *per diem*; but of these there were no more than twenty-five ships of the King's own, carrying about four hundred and nineteen seamen, which, at a medium, was not above seventeen to each; and throughout the

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whole, taking one with another, there were not many that had above twenty-six men: not but that those which were furnished by the maritime ports were larger than the King's own ships, especially those of London, Sandwich, Dover, Dartmouth, Plymouth, Bristol, Southampton, Newcastle, Lynn, Yarmouth, Harwich, Ipswich, and Colchester. But besides the mariners, there were transported in this fleet the Land Forces which his Majesty had occasion to take with him for carrying on the aforesaid siege of Calais.

From this it may be gathered what the Maritime Power of this nation was in those times; for even then, before and afterwards, the greatest part thereof was composed of merchant ships furnished by the sea-ports; yet the strength we could in those days launch on the salt water, was much superior to that of our neighbours. But when our Princes, in after ages, turned their thoughts towards providing and establishing a Royal Navy, the same hath by degrees not only been much increased in number, but in the magnitude of the ships also; but more especially in the reign of King Charles the Second: and in like manner the trading part of the nation did from time to time very much encrease the dimensions of their Shipping, insomuch that in the first of the afore-mentioned wars with France, several of them were taken into the public service, some of which were capable of carrying 70, 60, and 50 guns. And that the reader may be informed to what a prodigious bulk the Navy of Great Britain is at this time swelled, I have underneath inserted the number of ships of which it is composed, with the guns established on each of them, wherein there is not any regard had to Fireships, Bomb-vessels, Storeships, Sloops, Yachts, Hoys, or other smaller embarcations, which amount to no less than fifty.

THE STRENGTH OF THE ROYAL NAVY OF GREAT BRITAIN.

	Guns.		No.	
Of	100	—	7	125 of the line of Battle.
	90	—	13	
	80	—	16	
	70	—	23	
	60	—	19	
	50	—	47	
	40	—	23	
	30	—	9	
	20	—	25	
			182	

Which 182 ships will require 9940 guns, exclusive of those necessary for others of less dimensions.

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WHAT OUR NAVY WAS IN 1573.

Thus hath the Navy of Great Britain increased, and that very considerably too, since the year 1573, at which time it stood thus, viz.

	Guns.		No.	
Of	100	——	1	59 of the Line of Battle as they might be reckoned in those days, including also the Merchant Ships of the Kingdom.
From	88 to 60	—	9	
From	58 to 40	—	49	
From	38 to 20	—	58	
From	18 to 6	—	29	
			146	

GREAT CARE OUGHT TO BE TAKEN OF THE SHIPS WHILE IN HARBOUR.

Most of the ships of our present Royal Navy, especially those of the larger rates, being, in time of peace, laid up at the several ports, the greatest part of them at Chatham and Portsmouth, and others at Deptford, Woolwich, Sheerness, and Plymouth, it is of the utmost importance that all possible care should be taken for their safety in all particulars, but more especially that the places where they are thus harboured, and principally the River Medway and Portsmouth, should be always kept in such condition of defence as that they may be secure from any attempts of an enemy.

CARE OUGHT TO BE TAKEN IN PRESERVING TIMBER.

And since these our floating bulwarks are, like other machines, subject to decay, how absolutely necessary is it that the utmost care should be taken in keeping their hulls in a constant good condition. The like regard should also be had to the preservation and well husbanding not only that useful timber which the nation now affordeth (especially that of compass and knee) for building ships, but in having constant nurseries thereof, toward supplying what may from time to time be expended. Nor is it of less importance that the greatest care should be taken of the public woods abroad, but more especially of those large and valuable trees in and about New England, most proper for masting ships of the greatest magnitude.

THE CHARGE OF BUILDING A SHIP OF EACH RATE.

Having thus informed you of the strength of our Royal Navy, it may not be improper to add thereunto the following account of the charge of building a ship of each rate, and furnishing her with masts, yards, sails and rigging, together with a proportion of eight months

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Boatswain's and Carpenter's sea stores, as near as the same can be estimated, viz.

	Guns.		£.
For a Ship of	100	——	35,553
	90	——	29,886
	80	——	23,638
	70	——	17,785
	60	——	14,197
	50	——	10,606
	40	——	7,558
	30	——	5,846
	20	——	3,710

Thus, according to the number of ships we have of the aforesaid rates, the charge of building, rigging, and furnishing them with stores as aforesaid, amounts to 2,511,975l. besides which there is the expence of their ordnance, and Gunner's stores.

And here it may be observed, that supposing forty thousand men, Officers included, are employed at sea one whole year, or thirteen lunary months, the charge thereof, accounting each of them, one with another, at 4l a month, (which is for wages, victuals, and the wear and tear of the ships,) is not above 431,975l. less than what may be sufficient to build and rig as many ships as Great Britain now hath, from the first to the sixth rate inclusive, and to furnish them with Boatswain's and Carpenter's stores; nor have I here accounted for the charge of tenders, and other incident expences towards the manning a fleet.

THE ORDINARY EXPENCE OF THE NAVY.

Besides which there is the ordinary expence of the Navy, in which is included the salaries and contingencies of all the Naval Officers on shore; the charge of the Officers and workmen employed in the dock-yards and rope-yards; moorings, and ordinary repairs of the ships while lying up in harbour, with the wages and victuals of the Warrant Officers and their servants, and of the men borne on ships of the largest dimensions, together with pensions to those Officers who are superannuated, and half-pay to others while unemployed, the charge whereof is more or less, according to the number of men made use of at sea; for as in time of great action the ordinary estimate of the Navy seldom amounts to more than 175,000l. per annum, so in peace, supposing there are not above ten thousand men in pay, it comes to near 225,000l. for when fewest ships are employed, the ordinary expence of those lying up in harbour doth

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consequently increase proportionably, both as to the wages and victuals of the Warrant Officers and men borne on them for their security, their moorings, necessary repairs, and other particulars.

THE EXTRAORDINARY REPAIRS OF THE NAVY.

But over and above the charge of the Ordinary of the Navy, there are other expensive works necessarily to be performed, which are more properly termed the extraordinary repairs thereof; and those are the rebuilding of ships, and giving a good repair to others lying up in harbour; the building of houses in the yards for the reception of stores, when others are decayed, or shall not be found capable of containing them, and the repairing of Store-houses, Docks, Wharfs, Officers houses, and several other particulars, as well in the dock-yards as rope-yards, and the like extraordinary expences as to the office of victualling his Majesty's Navy, both in town, and at the several ports.

Let us, in the next place, consider how this our Royal Navy may be rendered most useful to the nation, for if every circumstance be not timely, and effectually provided for, so as that the ships, or a sufficient number of them at least, may be always in a readiness, upon any pressing occasion, the public service must inevitably suffer.

THE MAGAZINES OUGHT TO BE REPLENISHED.

In the first place, therefore, it is absolutely necessary that the Naval Magazines should be constantly kept well replenished with timber, plank, cordage, hemp, tar, and all other things proper for equipping forth a Royal Fleet, at least with such species as are not the most liable to decay.

CARE OUGHT TO BE TAKEN IN THE WELL-FITTING SHIPS.

It is likewise no less necessary that the master builders at the dock yards, and those Officers employed under them, should carefully and conscientiously apply themselves towards the well fitting His Majesty's ships, when there shall be occasion for their service, as well as in the giving them proper airings and repairs while they lie at their moorings in harbour; nor ought they to be less careful when any ships return into port, in order to their being refitted; for it is demonstrable that where the same is well performed, such ship will be capable of doing the Government twice as much service as another possibly can, which is hurried out of port without being thoroughly searched into, since, in such case, she must necessarily come sooner in, and will doubtless require much more time, as well as expence, to put her into a good condition, than it might have done, had her chief ailments been at first remedied.

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I say it highly behoves the Master Shipwrights, and the proper Officers under them, to be very circumspect in these particulars; and though it must be owned that in times of great action, when the pressingness of the service requires the utmost dispatch in the putting ships into the sea, there cannot be so much time allowed as may be necessary for making a thorough search into the defects of those which are fitting out, or others coming into port to be refitted, yet as in the first case, all possible care should be taken to inspect into and repair their chief ailments while they lie in harbour, (I mean such as if not timely taken in hand, may soon render them in a worse condition,) so, in the latter, the commanders of his Majesty's ships, and the subordinate Officers, but more especially the Master Carpenters, ought carefully to inform themselves of the complaints they make while at sea, that so they may be able to acquaint the Master Shipwrights of the same, and they to apply proper remedies; for, without these precautions, a ship may be sent out again with some slight works done unto her, without discovering the principal defects she complains of, and thereby be constrained, to the no small disappointment of the service, to return into port, even in a worse condition than when she departed from it, as hath been before observed.

CARE OUGHT TO BE TAKEN OF THE GOODNESS OF THE STORES.

It is no less incumbent on the Officers of the dock-yards, as well as those of the rope-yards, to see that the several species of stores, delivered into his Majesty's magazines, be in all respects answerable to the contracts made with the principal Officers and Commissioners of the Navy, whether the same be canvas, hemp, tar, cordage, timber, plank, or any other species, and that the rigging, anchors, cables, and all other materials be well wrought up; for as the said Commissioners of the Navy, nay, even the Surveyor himself, cannot personally inspect into all things necessary to be done to the hulls of the ships, so are they much less able to view the various sorts of stores delivered into the several yards, or to see that they are well husbanded; wherefore, as this trust doth more immediately lie in the Officers of the yards, so ought they themselves, and not by their instruments, if it can by any means be avoided, to look carefully thereinto, and rather to have a greater regard to the good of the public, than if they were transacting affairs for the advantage of their own families.

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CONVERTING TIMBER, &c. TO PROPER USES.

Nor ought there to be less caution used by the proper Officers of the yards in the converting of and applying the respective species of stores to their necessary uses, but more especially timber and plank; for, if care and judgment go hand in hand therein, unnecessary waste may be prevented, and thereby great sums of money saved.

TOUCHING THE SEAFARING PEOPLE OF GREAT BRITAIN.

Having said thus much relating to the Navy itself, let us, in the next place, consider the circumstances of the Seafaring Men of Great Britain; a race of people, who, as they are the most valuable because the fleets wherein they serve are our chief defence, so, consequently, the greatest care ought to be taken to treat them in such manner as that it may encourage their increase, and leave them as little room as possible for complaints of hardships.

I do heartily wish that some such methods could be come at as might effectually contribute hereunto; for as they are a body of brave people, subjected to greatest dangers, not only from an enemy, but on many other accounts, so may they with good usage be easily wrought upon, and induced with uncommon chearfulness to look death in the face on all occasions; wherefore, since they are so intrinsically valuable in themselves, all that is possible should be done towards rendering the public service easy to them.

If some other method, I say, could be found out to bring them into the service of the Crown, when there shall be occasion, than that which hath for many years been practised, of forcing great numbers thereinto, as it would doubtless be much more agreeable, so might it induce numbers of young people to betake themselves to a seafaring life, who now rather shew a total dislike thereunto; but until such methods can be luckily come at, either by a general registry, which, besides the encouragements, should carry with it some penalties also, (for a voluntary one, it hath been experienced, will not answer the purpose,) or some other way less grievous than pressing, it may not be altogether improper to admonish gentlemen who shall be hereafter employed in raising men for the Fleet, to cause them to be treated with all possible tenderness and humanity, that so they may be induced with the greater cheerfulnes to expose their lives in the service of their Prince and Country, when they shall be brought to face an enemy.

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ABUSES OF LANDLADIES AND TICKET BUYERS.

It must be acknowledged that no seafaring people whatever have the like advantages with those of Great Britain, more especially as to their pay and provisions: and if some such regulations could be made, as might prevent their being imposed upon by their Landladies, as they themselves term them, and others who concern themselves in purchasing their tickets at a most unreasonable discount, the service of the Crown might be yet much more comfortable to them and their families.

THE INCONVENIENCIES OF IMPRESSING SEAMEN.

REGISTERING OF SEAFARING MEN.

The present method of impressing men for the Royal Navy, is not only attended with great inconveniences to the men themselves, but it also causes no small interruption to trade; for very often, when there hath been occasion for considerable numbers of men to serve in the Fleet, it hath been found necessary to put almost a total stop for some time to the proceeding of all outward bound merchant ships and vessels; whereas if some measures could be taken, by a Registry as aforesaid, or otherwise, so as to come at the certain knowledge of every seaman or seafaring man in the kingdom, together with their ages and descriptions, and that such an account were from time to time kept complete, as the same shall vary, either by death or other circumstance, at a particular office to be established for that purpose, the Lord High Admiral, or the Commissioners for executing that office, might not only be constantly informed what numbers of such people are inhabitants in the nation, but an account might likewise be kept, from time to time, which of them are employed, as well in the public service, as that of the merchants, and when they shall be discharged either from one or the other: besides, it might be so provided for, that when such a number of them have been employed a certain time in the service of the Crown, they should have license to enter on board of merchant ships, and when they have so served a limited time, be obliged to go on board the ships of the Royal Navy, when there shall be occasion for them. Somewhat of this kind, if rightly set on foot, would be of singular use, especially in time of war: for as the Government would not be put to trouble and expence, as now, in raising seamen, so would not the merchants be at a loss for a sufficient number at all times to carry on their trade: and, in time of peace, when the Crown will not have occasion for very considerable numbers of seamen, they may be more at liberty to employ themselves otherwise.

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As this is a thing of such a nature as to require no small application to render it effectual, I have only hinted at it here; but if it shall at any time be judged proper to put it in practice, and it shall please God to bless me with the continuance of life and health, I will most readily contribute all I am able towards the establishing what, in my humble opinion, may so much tend to the good of my country.

RELATING TO THE ECONOMY OF THE NAVY.

This being said with regard to the seafaring people of the nation, let us now consider, in as brief a manner as may be, somewhat of the economy of the Navy, and what Officers are under the direction of the Lord High Admiral, with respect as well to the military as the civil administration of his office, and to set forth, as much as may be consistent with a Preface, the nature of their several employments.

VICE AND REAR ADMIRAL OF GREAT BRITAIN.

First then, that Officer who is next and immediately under the Lord High Admiral, (I mean in his military capacity,) is the Vice-Admiral of Great Britain, and next to him the Rear-Admiral, the annual fee of the former being 469l. 5s. 8d. and of the latter 369l. 4s. 3d. Both these Officers are appointed by commissions under the Great Seal, the former of whom at this time is James Earl of Berkeley, and the latter Matthew Lord Aylmer; but heretofore such powers have been granted by the Lord High Admiral, and also by the Commissioners for executing that office.

ADMIRAL OF THE FLEET.

The Lord High Admiral grants his commission to such person as his Majesty thinks fitting, by which he is appointed Admiral and Commander in Chief of the Fleet for the expedition whereon it is designed; and he, when out of the British Channel, appoints all Officers, as vacancies happen, either by death, or otherwise, who at the end of the expedition are confirmed by the Lord High Admiral, or Commissioners of the Admiralty, in case there doth not appear any reasonable objections thereunto.

POWER TO THE ADMIRAL OF THE FLEET AND OTHERS TO HOLD COURTS MARTIAL.

The Officer thus appointed to command the Fleet is empowered by the Lord High Admiral, or the Commissioners for managing that office, to hold Courts Martial for trying offenders, and in the absence of the Judge Advocate of the Navy, or his Deputy, to appoint

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some person to act as such. The same power is also given to inferior Flag Officers, who command squadrons appointed for particular services, to make Officers, and to hold Courts Martial, with this difference only, that if the Officer so commanding is a Vice-Admiral, he hath only a warrant authorising him to hold such Courts, but if a Rear-Admiral, he hath a commission appointing him Commander in Chief, as well as a warrant for his so doing. Nay, in the absence of a Flag Officer, the commander of a private ship hath been empowered by commission to hold such Courts, and directed by warrant to try particular cases, and commanders junior to him required to assist thereat; but the commission by which he is appointed Commander in Chief is limited to a certain number of days.

LORD HIGH ADMIRAL EMPOWERED TO ACT BY DEPUTY.

The Lord High Admirals being empowered by their patents to execute the duty of their office either by themselves or Deputies, they have heretofore, when employed themselves at sea, (as the Duke of York did in the reign of King Charles the the Second,) appointed such persons as they deemed most proper to do their duty at home, and required all subordinate Officers to be obedient to the commands of those so deputed.

PRINCIPAL OFFICERS AND COMMISSIONERS OF THE NAVY.

The principal Officers and Commissioners of the Navy are appointed by particular patents under the Great Seal; and when the King approves of any person recommended, the Lord High Admiral issues his warrant to the Attorney General, in his Majesty's name, to prepare a bill for the royal signature, to pass the Seals, constituting the said person a principal Officer and Commissioner accordingly.

By the economy of the Navy formerly, none other were esteemed principal Officers and Commissioners than the Treasurer, Comptroller, Surveyor, and Clerk of the Acts; but, since the Revolution, they have been all termed so in their patents, not but that the four before-mentioned preside at the Board, and any three of the whole number (the Treasurer excepted in matters relating to money) are a Quorum.

But the multiplicity of business, especially during the two last wars with France, made it absolutely necessary to add a considerable number of Commissioners to assist the principal Officers, insomuch that there was one particularly appointed to assist the Comptroller, in that branch of his office which relates to the Treasurer's Accounts, another in those of the Stores, and a third for examining into the

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Accounts of the Victualling. There was also another Commissioner appointed for some time to assist the Clerk of the Acts, but that Officer hath been for several years discontinued, and in his stead there is at this time an Assistant allowed only, at the salary of 300l. per annum.

There were also, during some part of the war, two Surveyors of the Navy, but there being at this time only one, an extraordinary Instrument is allowed him, with a salary of 150l. per annum; and in like manner, upon reducing the number of Commissioners of the Navy, (for in time of war there were several who had no particular branches assigned them,) an Assistant is allowed to the Comptroller of the Victualling Accounts, with a salary of 300l. a year; so that, besides the Treasurer, Comptroller, Surveyor, and Clerk of the Acts of the Navy, and the Comptrollers of the Treasurer's, Storekeeper's, and Victualling Accounts, there is but one more principal Officer and Commissioner at the Board, who, together with the said Comptroller of the Victualling Accounts, (besides their respective duties as Commissioners,) and another Gentleman added to them, (who hath not the title of a Commissioner of the Navy,) are appointed to manage the business of Sick and Hurt Seamen, as well as that of Prisoners at War, and Transportation of Forces, which in time of great action were performed by particular Commissioners.

COMMISSIONERS RESIDING AT THE DOCK YARDS.

Besides the aforementioned principal Officers and Commissioners of the Navy residing in town, there is one who has his residence at Chatham, another at Portsmouth, and a third at Plymouth, whose business is more immediately to inspect into the affairs of the yards there, and the conduct of the Officers belonging thereunto; but, when in town, they have the same right of sitting and acting at the Board as any the other Members thereof.

COMMISSIONERS FOR VICTUALLING THE NAVY.

There are also, under the direction of the Lord High Admiral, Commissioners for managing the affairs of Victualling His Majesty's Navy, who are constituted by a joint commission, by virtue of a warrant from the office of the Lord High Admiral, in the King's name, to the Attorney General, authorising him to prepare a Bill to pass the Seals, in the same manner as for the patents to the principal Officers and Commissioners of his Majesty's Navy; and as the Officers of the respective dock-yards and rope-yards are (under the

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Lord High Admiral) more immediately subject to the inspection and directions of the Navy Board, so have the said Commissioners of the Victualling, officers under them at the principal ports, as well as agents abroad, when the service requires the same.

JUDGE OF THE HIGH COURT OF ADMIRALTY.

The Judge of the High Court of Admiralty, who is Lieutenant as well as Counsel to the Lord High Admiral, in all matters relating to the Civil Law, is appointed by his warrant his Advocate in the said court, by which he is directed to prepare a bill to pass the seal thereof constituting the person, who shall be agreed on, Judge of the said High Court of Admiralty, in which employment the said officer is generally confirmed by a patent under the Great Seal of the Kingdom; and the authority given to the said Judge by his commission or patent is as follows, viz.

1. To take cognizance of and determine all causes whatever that are civil and maritime, viz. all contracts, offences, complaints, &c. that do any ways concern Shipping; as also injuries, extortions, and all civil and maritime dealings whatsoever, between merchants and owners of ships or vessels employed within the jurisdiction of the Admiralty of England, or between any other persons had, committed, or contracted, not only upon the sea, or in public rivers, but also in fresh waters, rivulets, havens, creeks, and all places overflowed, and within the flux and reflux of the sea, or high tide of the fresh waters; as also on the shores or banks of the same, below the first bridge towards the sea, within the kingdoms of England and Ireland, and the dominions thereunto belonging, or in any other places beyond the seas.

2. To receive appeals from inferior Courts of Admiralty, and to inhibit their proceedings in causes depending before him.

3. To arrest ship, persons, and goods, in cases of debt or other forfeitures, provided the persons and goods be found within the jurisdiction of the Admiralty.

4. To enquire, by oath of honest and lawful men, into all things which by the laws or customs of the court used to be enquired into, and to punish, fine, or imprison, contemners of his jurisdiction, according to the laws and customs of the Admiralty, or the statutes of the realm.

5. To look after the conservation of the public rivers, rivulets, havens, and creeks within the jurisdiction of the Admiralty, as well for the preservation of the Navy, as other ships, and also of the fish; and to punish such as make use of nets which are too narrow, or other unlawful engines or instruments for fishing.

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6. To judge and determine of wrecks at sea, and also of dead bodies found within the jurisdiction of the Admiralty, according to the statute concerning Wrecks, and of the office of a coroner, made in the third and fourth years of Edward the First, and the statute about goods coming to England being plundered at sea, in the twenty seventh year of Edward the third.

7. To judge of cases of maheim, (*i. e. maim*, or loss of limb,) and to punish the delinquents.

8. To depute and surrogate a substitute or substitutes, and to revoke all such deputations at pleasure, and to hold his place *quam diu se bene gesserit*.

INFERIOR OFFICERS IN THE HIGH COURT OF ADMIRALTY.

The Lord High Admiral hath also an Advocate in the said High Court of Admiralty; and as the King hath also an Advocate General therein, so hath the High Admiral a Proctor; besides whom there is a Register and a Marshal.

JUDGE ADVOCATE OF THE NAVY, AND HIS DEPUTY.

The Lord High Admiral doth, by his commission, appoint a Judge Advocate of the Navy, for the more regular holding Courts Martial and trying offenders; and the said Judge Advocate hath a Deputy, to assist him in the execution of the business of his office, who is appointed in the same manner.

COUNSELLOR TO THE ADMIRALTY AND NAVY, AND HIS ASSISTANT.

There is likewise a Counsellor for the affairs of the Admiralty and Navy, as to matters relating to the common law, to whom the Lord High Admiral, or the Commissioners of the Admiralty, and the Navy Board, refer such matters as are proper for his consideration and advice; and the said Counsellor is allowed an Assistant, who solicits and manages, by directions from the Admiralty and Navy Boards, all things relating to those offices respectively, which are proper for his cognizance.

LORD HIGH ADMIRAL DIRECTS THE BUILDING SHIPS, &c.

As the Lord High Admiral is the principal wheel by which all matters relating to the Royal Navy have their motion, so are the principal Officers and Commissioners of the Navy next and immediately under him, I mean as to what relates more particularly to the œconomy thereof on shore. To them he issues his orders for the building, repairing, fitting out, and paying off, and laying up in harbour his Majesty's ships; and as to the victualling the ships in sea

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pay, from time to time, they do, in pursuance of his orders, send directions to the Commissioners particularly appointed to manage that branch of the Navy.

LORD HIGH ADMIRAL MOVES THE CROWN FOR A DECLARATION OF THE NUMBER OF SEAMEN EACH YEAR.

Towards the end of each year, the Lord High Admiral doth, by his Memorial to the King in Council, humbly pray his Majesty to declare the number of men necessary to be employed in his service at sea the next year, which being done, estimates are prepared, and laid before his Majesty in Council, for his royal confirmation, of the charge of their wages and victuals, and of the wear and tear of the ships wherein they may be employed; and the Navy Board are directed by the Lord High Admiral to consider, and propose to him how, in their opinion, and that of the Commissioners for Victualling the Navy, the provisions for the said men may be most properly distributed at the several ports, which being approved of, directions are sent to the said Commissioners of the Navy accordingly, and by them to the Commissioners for victualling.

SHIPS ARE SUPPLIED WITH GUNS, &c. BY LETTER FROM THE LORD HIGH ADMIRAL TO THE MASTER OF THE ORDNANCE.

The Lord High Admiral doth also, by letter to the Master General of the Ordnance, desire him to cause guns, and gunners stores, to be put on board his Majesty's ships which are from time to time ordered to be fitted out for service, and for the taking them on shore again, and placing them in his Majesty's magazines, when such ships are ordered to be discharged from farther service; and the like he doth when any ships come into port to be refitted.

IN WHAT MANNER OFFICERS OF THE YARDS AND SHIPS ARE APPOINTED.

The Lord High Admiral doth by his warrants to the principal Officers and Commissioners of the Navy, direct them to cause all Officers to be entered in his Majesty's dock-yards and rope-yards, as also all standing Officers on board his Majesty's ships, such as Pursers, Gunners, Boatswains, and Carpenters; but the Masters, Chyrurgeons, and Cooks, are, by the authority they have received from the Lord High Admiral, appointed by their own peculiar warrants. And as to all Flag Officers, Captains, and Lieutenants, they are commissioned by the High Admiral, or Commissioners of the Admiralty, without passing through the hands of the Navy Board; and the Chaplains, Volunteers, and Schoolmasters of ships, are immediately appointed by the Lord High Admiral, or Commissioners of the Admi-

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ralty, by warrants directed to the Captains of the said ships, as are Midshipmen extraordinary, but no person is admitted as such, who hath not before served as a Lieutenant.

NAVY BOARD AND VICTUALLERS HAVE POWER TO MAKE CONTRACTS.

Both the principal Officers and Commissioners of the Navy, and the Commissioners for Victualling, have power from the Crown to make contracts for all naval stores and provisions necessary for the public service. But since the enumerating the several branches of the instructions to one and the other, together with those to the Officers of the dock-yards, rope-yards, &c. would be a work much too large for a Preface, I shall only touch on one thing more relating to this head, which is, that before either of those Boards give orders for the performance of any considerable work or buildings, they prepare, and lay before the Lord High Admiral, or Commissioners of the Admiralty, estimates of what the charge of such works may probably amount unto, and if the same are approved of, orders are issued for their being performed accordingly.

VICE ADMIRALS AT HOME AND ABROAD.

The Lord High Admiral also appoints his Vice Admirals as well in the maritime counties of these kingdoms, as in his Majesty's foreign governments and plantations, and this by warrants to the Judge of the High Court of Admiralty to issue Commissions under the Great Seal of the said Court, by which they are empowered, I mean the Vice Admirals abroad.

POWERS GIVEN TO A VICE ADMIRAL.

1. To proceed on, and determine (with the assistance of the Judge of the Admiralty, who, with the Registers and Marshals, are appointed by the Lord High Admiral) all Civil and Maritime Causes.

2. To make enquiry into, by a Jury, according to ancient laws and customs, the goods and chattels of all traitors, pirates, murderers, and felons, trespassing within the jurisdiction of their Vice Admiralties, together with the goods, debts, and chattels of their accessaries and accomplices, and of felons de sea, fugitives convict, attainted, excommunicated, and outlawed: But such goods and chattels of pirates ought not to be proceeded against and condemned, until they have been in the possession of the High Court of Admiralty, or the Vice Admiralty Courts abroad, for the space of one year and a day, which time is allowed to such persons who pretend a right to them to put in their claims.

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3. To enquire into all goods of ships that are flotson, jetson, or lagon, and all shares, treasure found, and to be found, and deodands; and also all goods found in the seas, shores, creeks, and within the fresh waters, on places overflowed by the sea.

4. To inspect into anchorage and ballastage, as also all Royal fishes, such as sturgeons, whales, porpusses, dolphins, grampusses, and, in general, all large fishes, and to hear and determine in the same, either by themselves, their Lieutenants, or Deputies, and to levy, collect, and preserve whatever is adjudged, mulcted, or forfeited, for the use of the King (when those things are reserved by the Crown to its own disposal), or the Lord High Admiral.

5. To arrest ships, goods, and persons within the jurisdiction of their Vice Admiralties, according as the case shall require, and conformable to the Maritime and Civil Laws, upon any applications or complaints that shall be made to them; and to compel persons to appear and answer in their courts, and to punish, mulct, or imprison those who refuse so to appear.

6. To put in execution all laws, orders, and customs for the preservation of the ports, rivers, and fishes within the district of their Vice Admiralties.

7. To take away all nets that are too scanty, and all unlawful engines and instruments for catching fish, and to punish those who use them.

8. To proceed in judgment on bodies found dead on the water, and to appoint Deputies, and other Officers, for the better inspecting into and management of the matters committed to their charge; with a proviso, that nothing shall infringe the rights of the High Court of Admiralty of this kingdom, and any person or persons, who shall think themselves aggrieved by the sentence of their court, their appealing to the aforesaid High Court of Admiralty.

9. They hold their places, as Vice Admirals, with all the profits and perquisites belonging thereunto, during pleasure; and they are enjoined to transmit in every year, if demanded, between the feasts of Saint Michael the Archangel and All Saints, an exact account of all their proceedings, and of what doth remain in their hands, pursuant to the aforesaid directions in their commissions, which, in default thereof, are to become void, as those are also to the Vice Admirals at home.

[*To be continued.*

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HISTORY OF

THE PORT OF PLYMOUTH, PLYMOUTH DOCK, AND THEIR ENVIRONS.

Compiled from several scarce Manuscripts and Books of Authority, from the earliest Period to the Year 1801. *With Notes and Observations.*

By B. R. HAYDON, *Plymouth.*

(Continued from Vol. VI. page 40.)

IT will be here necessary to revert to an early period of the sixteenth century to connect, by a continuity of circumstances, the history of Plymouth; the last portion or first part of the account of this town finished with the death of that celebrated navigator Admiral Sir Francis Drake, Knight. Several additional valuable and scarce manuscripts having come into the author's possession from some very good friends, he deems it necessary to correct the foregoing account; by just adding some circumstances, which, from being written at the time by persons who were eye-witnesses of the transactions alluded to in this narrative, may not prove unacceptable. In the year 1501, in October, the Princess Lady Catherine, Prince Arthur's spouse, arrived at Plymouth; her Royal Highness was handsomely entertained, with her sister, by the Mayor and Corporation, and escorted to Exeter by the nobility and gentry of the county, where she was lodged in the Dean's house; her entertainment was in the manner of that age, in the highest degree magnificent. By easy journies she repaired to London, was married to Prince Arthur, and went into Wales; unfortunately this amiable Prince died, and she was again married to King Henry VIII. (Prince Arthur's brother), whose wife she remained twenty years, and then was divorced *. In 1543, a very curious circumstance occurred in the arrest of Mr. Ferrers, serving in Parliament for this town: being sued in execution by the Sheriffs of London for debt, by order of Parliament he was fetched from the compter, and an act made to free him from his debt, and the Sheriffs imprisoned. In 1548, during the great rebellion in the reign of King Edward the Sixth, many of the well-affected in Cornwall fled from the rebels and took shelter in St. Nicholas's Island, near Mount Edgcumbe, where they were safely kept and maintained by the Mayor and Corporation, and inhabitants, till the rebels were defeated by General Lord Russell and his army, near

* This divorce was the occasion of the quarrel between the Pope and King Henry the Eighth, and laid the foundation of the happy introduction of the Protestant religion into these kingdoms.

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Exeter, on the 6th of August, 1548, which day of deliverance is still kept at Exeter, with great solemnity, as the anniversary of their happy emancipation from anarchy and rebellion. But a most serious and afflicting evil happened to this town in 1571, by means of some cotton-wool landed out of a Smyrna ship without being properly aired. That most destructive of all disorders to the human frame, the plague, broke out with great violence, and made such ravages, that upwards of 600 persons fell victims to this pestilence; it reigned with such fury, that on St. Lambert's day, Sept. 17th, the charter-day for electing a Mayor for the year ensuing, the Mayor and commonalty adjourned to Catdown, an open down E. N. E. of Plymouth, and went through the ceremony of electing a Mayor under the canopy of heaven. So great was the sorrow depicted on the countenances of all present for the loss of their friends and relations, that the Mayor, Mr. Halloway, put off the annual feast given by the Mayor to the Recorder, to the late Mayor, Aldermen, Common Council, and freemen, according to ancient usage time immemorial, until it had pleased God to avert this heavy calamity, and restore health to the inhabitants, a circumstance which certainly redounds to the piety and humanity of Mr. Halloway. In 1573, the Free Grammar School was erected here west of St. Andrew's, and endowed for a master, with a salary of 30l. a-year, dwelling-house, and garden *. In 1581, the plague again raged, and brought with it accumulated distress, and continued for several months, but on the appearance of winter it ceased, though with very great loss to the inhabitants, in September, 1584.

Don Antonio, King of Portugal, came to this town from Lisbon, being driven out of his dominions by the oppression and tyranny of Philip of Spain; his Portuguese Majesty and suite were handsomely entertained by the Mayor and Corporation, and, with his retinue, escorted by the gentlemen of the county to Exeter, where he was lodged in the Close, and liberally entertained. In this year Mr. White gave to the Mayor and commonalty an elegant silver cup, gilt and beautifully embossed, at his sole expence; it was called the Union Cup, and is used always at the Mayor's feast as an emblem of unity. The barbican or south side quay, was built for the conve-

* This school has been since its foundation, and is at this moment, a grammar-school of high repute. The present master is the Rev. J. Bidlake, A. B. Chaplain to His Royal Highness the Duke of Clarence, well known to the literary world, not only by the perspicuous and elegant diction of his sermons, but also by his eminent productions in the poetical department. This school cannot fail to retain, in every degree, under the auspices and the indefatigable attention of such a proficient, its ancient reputation.

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nience of landing goods, a crane was also erected, and the barbican stairs repaired. Her Majesty Queen Elizabeth also granted this year a fee farm rent of 39l. 10s. 10d. to fortify and maintain St. Nicholas's Island. Tobacco was this year also first introduced into this town from America; but the most memorable epoch at this period, was the assembling of the British fleet of 120 sail in Plymouth Sound, July 21, 1588, under the command of Admiral Lord Howard, Admirals Sir Francis Drake and Hawkins. This fleet sailed for Torbay to join the Exeter ships; on the Sunday following, St. James's day, appeared off the Sound the Grand Spanish Armada, under command of the Duke di Medina *. This unwieldy fleet lay to in form of a crescent †, all Sunday and Monday, in sight of Penlee Point, Mount Edgcumbe, the Hoe, and all the adjacent shores; the Duke then stood to the eastward, where being furiously attacked by the British fleet, and a subsequent storm taking place, his Armada was totally destroyed, and the conquest of this country averted by Providence and the bravery of our seamen. One brave man, a native of this town, a Captain Cooke, fitted out at his own charge a fine ship, joined the division of his gallant countryman, Admiral Sir Francis Drake, fought with incredible fury, and was slain while animating his men to victory, after having compelled his opponent to strike. His remains were entombed in the bosom of that ocean, on which he fell and expired in the moment of conquest. In the succeeding year, 1589, Admiral Sir J. Norris and Admiral Sir F. Drake, sailed from this port with Don Antonio, King of Portugal, and his suite, with a body of troops to endeavour to restore him to his throne and kingdom; but finding the scheme impracticable, they returned again to this port. Now Sir F. Drake began his grand work of bringing a stream of water to Plymouth, and completely succeeded, as before described in the first portion of the history of this town. To defend the town against the enemy, several block-houses and platforms were erected round the harbour. On the Hoe these latter platforms were methodized about 1591 and 1592, into a regular fort, called the Fort on the Hoe Cliffs ‡. In 1596, a large fleet and army assembled in Ply-

* There is in the Steward's hall, Mount Edgcumbe, an old painting descriptive of the situation of the Spanish Armada, and its subsequent defeat.

† While the Duke di Medina was looking at Mount Edgcumbe, even in its then rude state, he was so enraptured with its situation, that he parcelled it out for himself in the division of lands which was to have taken place had Spain triumphed.

‡ This fort was demolished when the present citadel was built in 1670, of which hereafter a very particular account will be given in its proper place.

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mouth Sound, under command of the Earl of Essex, and proceeded to Cadiz to attack the Spanish fleet. The water being brought to Plymouth, several conduits were erected in different parts of the town for the accommodation of the inhabitants, and from its flowing in gutters through the streets, improved the town and health of the inhabitants. The scarcity of grain was so great this year, that wheat sold at thirty shillings per bushel double Winchester, and barley twelve shillings per bushel of the same measure *. About this period the whole country and this town was thrown into great alarm, by the landing of a body of Spaniards in Cornwall, who burnt the villages of Mousehole and Newlin, and St. Paul's church. Barricadoes were thrown up in all the roads leading to the town, and every precaution taken and means of defence used, in case of the enemy's advancing eastward to give them a warm reception. The *posse comitatus* of Devon and Cornwall was raised. The Earl of Bath arrived here from Exeter, with 1000 horse and 4000 foot, and he dispatched to Sir F. Godolphin, at Mount Bay, a body of troops, who soon came up with and routed the Spaniards, the greater part of which were killed, wounded, or made prisoners, with all their booty; a very few returning to their ships to carry to Spain the news of their defeat. Twenty-two chests of Pope's bulls, pardons, &c. were seized in Cornwall, brought to Plymouth, and publickly burnt in the market place, by order of the Mayor.

In the year 1600, a new charter was granted to the Mayor and commonalty, confirming all the former charters, with the alteration of making the preceding Mayor a Justice of the Peace for the time being. In 1604, 5, 6, the Guildhall and shambles being exceedingly ruinous, were taken down and rebuilt by the Mayor and commonalty at the expence of 794l. 8s. The barbican was also rebuilt, as well as the quay called Smart's quay, for the convenience of the merchants, adjoining the barbican. About 1616, Admiral Sir W. Raleigh sailed from this port with eleven sail for the coast of Guyana. He returned June 24, 1618, to this port again, was arrested by Sir C. Harris, Knt. Vice-Admiral of Devon, and beheaded in the great court, Westminster, August 29, in the same year †, lamented by the whole nation. About this period the foundation of an hospital for

* A great sum in those days, taking the comparative value of money then and now into consideration.

† Sir W. Raleigh's shaving-bason, left as an heir-loom in his house at Fardel, near Plymouth, is now, November 10, 1801, in the possession of the writer of this note, and is a piece of very curious old China.

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the poor was also laid west of the church of St. Andrew's, since incorporated by act of Parliament, under the title of the Governor and Guardians of the Poor's Portion.

Nothing material occurred till 1624, in the mayoralty of T. Ceeley, Esq. when his Majesty King Charles the First and his whole Court came here from Portsmouth, and staid ten days, with 120 sail and 6000 troops. He was sumptuously entertained by the Mayor and corporation during his stay in Plymouth. That most dreadful pestilence the plague, in 1625 (owing to carelessness about fumigating some cotton), broke out with great violence, and raged with incredible fury till the close of the year; nearly 2000 persons died of this disorder, and the Mayor, T. Sherwill, Esq. was again elected on Catdown, but soon died of the plague, and was succeeded by R. Trelawny, Esq. who also dying of the above disorder, was also succeeded by A. Coleman, Esq. so dreadful was the ravages of this destroying pestilence in a few months. In the year 1637, the town being greatly increased in size, and its inhabitants very numerous, the Mayor and commonalty petitioned Parliament to divide the town into two parishes, which petition was granted, and in 1640, an act of Parliament was passed for the above purpose, confirming his Majesty's royal letters patent to the Mayor and commonalty of Plymouth, for dividing the town into two parishes, and building a new church there; but the civil war between King Charles the First and the Parliament having unhappily began and ravaged the whole country for a series of years, the building was for the present delayed. As the siege of Plymouth forms an epoch in the narrative of its history, for the spirited and gallant defence made by the town's people for the Parliament against King Charles, during its memorable siege in 1643, from September to the end of that year, with means of defence comparatively inadequate to resist the superior force brought against the town by Prince Maurice, and the Royal forces, assisted by several able Officers of that period, the author has, by means of a very old map of the works erected for its protection during the siege, carefully examined the different points of defence, which remain to this day, and show evidently that the Parliamentary Officers were not deficient in ability either as engineers or soldiers. A very scarce tract being in the hands of Lieutenant Colonel Campbell, the present worthy Lieutenant Governor, he politely favoured the author so far as to permit him to copy it *verbatim*, which he has faithfully done, and gives it to the public exactly in the words of the original compiler.

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A True Narrative of the most observable Passages in and at the late Siege of Plymouth, from the 15th of September, 1643, till the 25th of December following, attested from thence under the Hands of the most credible Persons. Wherein is manifested to the World the handy Works of God, and his gracious Assistance to the United Forces of that Town and Garrison; together with an exact Map and Description of the Town and Fortifications thereof, with the Approaches of the Enemy; as also the Summons of the Cavaliers to the Mayor and Governor of the said Town.

Prince MAURICE, *his Warrant to the Country since Raising the Siege. Imprimatur,* JOHN WHITE.

London: Printed by L. N. *for* FRANCIS EGLESFIELD, *and are to be sold at the Sign of the Marigold, in St. Paul's Church-yard,* 1644.

AFTER Colonel Wardlow, Commander in Chief, and Colonel Gould, with the 600 men shipped at Portsmouth about the 15th of September for the relief of this town, had stopt at Torbay, and finding Dartmouth besieged, left 100 men there for the strengthening that garrison, we arrived at Plymouth the last of September, which town had been blocked up by horse, so that no provision was brought in from the country for six weeks before; and having refreshed our men, and mounted some 150 of them on horse-back, the enemy having only one regiment of foot, besides their horse, lying before us at their quarters at Plymstoke, and keeping a constant guard at Howe (Hoo), close under Mount Stamford, consisting of 300 foot and a troop of horse, which fort they intended first to assault. About nine days after our arrival, the 8th of October, we put over some 300 men in boats to Mount Stamford, and at break of day fell on and surprised the enemy's guard at Howe, took Captain Slawley, one Ensign, and fifty-two common soldiers, prisoners, two colours, and three barrels of powder, and put the rest to flight, with the loss of only two men on our side; about the same time we secured some malignants in the town, and sent up three of them to the Parliament.

By this time the enemie had taken Dartmouth, and was on his march with his whole army to set down before us, and we received intelligence that the enemy kept a guard of two troops of horse at Knocker's Hole, about two miles from our works; the 15th October we sallied out with our horse and 200 foot, musqueteers, surprised that guard, and had taken twenty or thirty prisoners, but about sixteen of our horse pursued the rest that fled so fast, that their orders for a retreat could not overtake them, engaged themselves too farre, and returning laden with prey and prisoners, other troops of the

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enemie coming from their quarters on Robarow Downs, to answer the alarm, met with our pursuers and took them all, save only Major Searle, who charged through them and escaped. Lieutenant Chasing with fourteen men, were taken, and after escaped out of prison, and returned to us, save only two or three.

And now the enemie being settled in his quarters at Plympton, Plymstoke, Cawsand, Buckland, Taunton, &c. Widey being head-quarters, with an army consisting of five regiments of horse, and nine regiments of foot, brought over-land from Yalme River thirteen fisher boats into Plunkett (Pomphlet) Mill Bay, over against Prince Rock, with an intention, as we conceived, to land men at Catdown in the night, which they did not attempt, but set on Mount Stamford in good earnest; and the 21st of October, in the night, they raised a square work within pistol-shot of Stamford fort, on the N. E. side, and from thence were drawing of a line with half-moons to surround the said fort, thereby to hinder our reliefs from coming into it. To prevent which, the same day we fell on the enemy in their new work they had raised, with all the disadvantages on our part that possibly could be imagined, exposing our open naked bodies to an enemy within a strength, and assisted by their horse, who much annoyed us; we having none of our horse to assist us, nor could have, the sea being between us and them; after a long skirmish, and divers repulses, at last we got their half-moon, and after three hours hard fight, their close work, and in it Captain White and fifty other prisoners, in which work we put a guard that night of thirty musqueteers, commanded by an Ensign, by whose treachery or cowardice, the enemy falling on in the night, the said guard quitted the work to them, without giving any alarm to the fort (for which he was shot to death shortly after), which cost us a new labour next day, with farre greater difficulty and danger than before, the enemy having of their horse and foot ready to second their guard in their new regained work, which yet we made our own after the loss on our part of Captain Corbett, who was shot in the forehead as he was encouraging the men as we fell upon their works, and three others of our Captains were also wounded this day and the day before, and we had in both fights some twenty men killed, and above 100 wounded, many of whom are since recovered. The enemy's loss was six Commanders of rank, whose names were concealed from us, and many men, besides those taken prisoners.

After we had gained the enemy's work the second time, we slighted it, but to prevent the like approaches in regard that Mount Stamford being a small work and very untenable of itself, much less to keep so large a circuit of grounds as it was built to defend, we were necessitated

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to draw a line of communication both on the east and west sides of the work, to maintain a long ridge of ground, with half-moons at each end of the line, which we defended divers days with extraordinary duty to us and our men, and divers skirmishes with the enemy, till the 3d of November, when the enemy planted their batteries within pistol-shot of our forts, and on the 5th of November battered our works, with 200 demi cannon, and whole culverine shot, besides other smaller cannon that continually played upon us, and flanked our line from Osan (Oreston) Hill, whereby a breach was made in the fort at several places, and the Lieutenant and some gunners of the fort slaine; the breach we repaired in the night, thickening the rampart as much as the smallness of our work would admit, and strengthened the weakest places with woollsacks. The next day they continued their battery till noon, with too much success, yet so as no considerable breach was made that day. The enemy, whether they had intelligence of the want of provisions and ammunition in the fort, about one of the clock fell on with horse and foot on our half-moons and lines, where we had a reasonable guard; but tired by eight days duty and long watching, after an hour's skirmishing, were enforced to retreat to the half moons and breast-work, and were taken by the enemy's horse, who came on the backs of them. The Captain of the fort having but seven men left of thirty-six to manage the guns, seeing himself thus surrounded by the enemy where no relief of provisions or ammunition could be brought to him from the town; and upon examination finding but two barrels of good powder, and a small quantity of case-shot with him, and no provisions, and having held off the enemy some two hours, and given a sign to the town by hanging out a wift, that he was in distress, and no relief came, and the townsmen, for some reasons which you shall hear anon, being unwilling to go over, and Colónel Gould's regiment being those that were tired, and put to the retreat, unfit to encounter the enemy's whole army thus fresh and victorious, the Captain yielded the fort on composition, about four of the clock, upon conditions that he should march off with colours flying, matches lighted, bullets in mouth, and a demi culverine, the best in the work, with bagg and baggage, and that the enemy should exchange all the prisoners they had taken of ours that day, being about forty, for the like number of their prisoners with us, which the next day was effected accordingly, but we are unwilling to let the world know by whose treachery, at least neglect, this fort was lost, for want of convenient quantities of ammunition and provisions (in the margin it was written that it was muttered that I. C. major of the town. was faulty. (John Cawse, Mayor.)

[*To be continued.*

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PHILOSOPHICAL PAPERS.

MR. EDITOR,

KNOWING your readiness to receive and insert in the NAVAL CHRONICLE whatever may in the smallest degree tend to be serviceable to society at large, and particularly to that meritorious and worthy class for whom your valuable work is principally calculated, "THE BRITISH SEAMEN," induces me to forward the enclosed papers.

Should what I now send be received favourably, it is my intention to forward for your perusal some others.

Feb. 1802. ABR. BOSQUET.

EVERY probable method which can be suggested for the relief of vessels in distress, and the preservation of the souls on board, ought to meet the ardent attention of the community at large.

The innumerable lives which are lost in blowing weather on our coasts, attended often with circumstances the most dreadful and calamitous; which, however much we deplore, yet have we been too long regardless of devising ways and means by which such frequent catastrophes may be obviated. I therefore presume to offer what appears to me to be, in such cases of distress, the most likely and applicable methods of rendering aid.

To convey assistance from land by boats or otherwise to ships in distress, is often impracticable; and in attempting to gain the shore by their own boats destruction frequently ensues. It therefore behoves every ship to be in possession of other more probable means of preservation than that which boats afford in such desperate cases, and particularly if much expence and inconvenience do not attend the measure.

What, therefore, appears to me, after much reflection and some experience, to be the most applicable, certain, and unexpensive means of attaining the object is as follows:—

First, then, let every ship, according to her magnitude or number of hands on board, be provided with a proportionate number of strong close nets or canvas bags, of dimensions, when stuffed with cork-shavings, equal to about that of a bed bolster, coiled or formed

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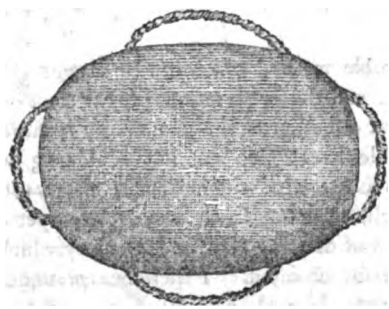
in this manner, like a collar, and sufficiently wide for the head and shoulders to pass through, or be put on and off by straps and buckles, so that it may occupy the space between the armpits and the loins; this will sustain the person who has it on in an erect posture, and always high above the water, and most essentially protect him from those buffets and bruises on rocks and shelves, which generally prove fatal, not only to the feeble and exhausted, but to the most bold and robust. A woman placed in one of these machines may carry her child or other matter in her arms, and be borne through a surf in safety where a boat could not live, or be preserved in the highest sea as long as hunger and thirst will permit. As the arms will be quite at liberty, a light paddle, with a broad palm, connected to it by a line, might prove useful. Others may be constructed of this form, with loops



connected to the ends and sides, by which four men may be suspended, without the danger of losing their support, either holding by, or placing their bodies between the loops and the machine. Twenty of these I am confident would save eighty people in most cases; and four or more of them united, or linked together, which might be done on the most sudden emergency, or foundering of a ship, would serve as a safe and commodious raft or float, on which many persons, as well as valuable property, might be borne at a time, nor be any way subject to breaking on the rocks, or oversetting, to which boats are so liable.

The expence attending these simple machines is of no account, nor would their bulk in the ship be attended with any material inconvenience, their number being comparatively small to that of persons on board. A line of sufficient length to reach the shore, connected to one of the loops of the machine when thrown over, would be carried to the rocks or to the beach in a few minutes by the force of wind and waves, when a boat could not effect it, and by which an

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hawser might be dragged from the ship by any persons who might be on the shore to receive it, in case that men were not sent with the machine from the ship by the hawser; when got ashore in this manner, not only many lives, but the ship might be, in some cases, also saved.

The girdle above described, could be put on in a minute, and would not only protect the head and body from bruises, but if drove on a flat shore, it would not prevent the use of the limbs at the intervals of the sea retiring, or whenever ground was felt. A. B.

SHIP-WRECKED MARINERS.

Resuscitare vitam dulce est,
Atque etiam laudabile prævenire causam.

NO object can be of greater importance than that which tends to the preservation of so useful and extensive a class of men as mariners; of this opinion I have always been, and inwardly enjoy the approbation I have met with in so national and humane a pursuit, for many years past; and shall deem myself still more fortunate, if any present or future suggestions of mine shall meet with approbation, and in the issue prove successful, in any degree, to the attainment of the object in view.

In what relates to the conveyance of a line from a ship in distress to the shore, I am of opinion that the ways and means proposed in the above paper, would be found, on trial, to be the most speedy, simple, and successful, of any that have yet been suggested, with this addition only, that a piece of cork, wood, a blown bladder, or other light matter, should be tied to the line at every twenty or thirty yards distance, whereby to lighten the line in the water, and promote its progress, especially if the distance be great from the ship to the shore; by which means, I am of opinion, that every yard of line in the ship might be conveyed, if the distance demanded it: and by this line one, two, or more hawsers, united, dragged ashore, or a life-boat drawn from the shore to the ship, by the line alone, when no exertions of men in the boat, against wind and tide, could effect it.

The various modes recommended of conveying a line by a dog, a horseman, a kite, a rocket, a bullet perforated, and a shell from a mortar, appear to me to be futile and nugatory, as I think it is fifty to one that they would not succeed, if even the attempt could be made under the existing circumstances; and notwithstanding that the latter method has conveyed a line to the distance of two hundred yards, yet this distance in general is far short of the occasion; beside, matters being prepared and adjusted at leisure, and the experiment

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made on a smooth and steady surface, it might easily succeed, but would be, perhaps, impracticable in the hands of awkward seamen in the utmost agitation, the ship tossing with the waves, beating against the rocks, going to pieces, foundering, or laying on her side, and the sea beating over her.

The method recommended by Dr. Fothergil, of sending a line by an empty cask, is simple and applicable, with little or no preparation, and might often prove successful where the others could not even be attempted; and beside, would carry a line to any distance, were it lightened and aided, as I have mentioned above. But this too is attended with disadvantages, and subject to casualties:—First, The cask is liable to be staved in approaching the shore, or against the rocks when it arrives there. Secondly, Nothing but the line at best could be conveyed by the cask, as a man could not keep his place upon it, and the line would be useless if there were not some one conveyed with it, or on the shore to receive it, but in either case the line, or even an hawser, would not avail much, merely for conveying persons along it from the ship to the shore; for, granting that the distance were one hundred, or but fifty yards, and that the rope or hawser could be sufficiently strained to prevent its dipping, yet I think few or none could save themselves thereby, notwithstanding that some seamen have a peculiar method of working themselves along an horizontal line, but it is for a very short space. For these, and many other considerations, I am of opinion, that the line merely, could very rarely, if ever, save a ship's crew, or any part thereof, though at so small a distance from the shore as I have mentioned.

The great advantage resulting from the line, would be that of drawing a life-boat or other buoyant vehicle, from the shore to the ship, and again to the shore; or for assisting to and fro those light, handy, and unexpensive machines before recommended; and with which, in some degree at least, every ship ought to be provided for the preservation of her crew, without foreign aid, on the most sudden emergencies, whether near the land or at fifty miles distance; having amongst others, that necessary advantage of a ready application, and no material expence or incumbrance to the ship, connected with them, and which no rocks could break, no sea overset, or any persons carried by them, washed therefrom, so that dead or alive, if not taken up at sea, the bodies must shortly come to the shore.

For these reasons, they still hold in my estimation a decided preference to any other measure that I know of, where a life-boat cannot be brought to the timely aid of such unfortunate men.

The life-boat of Shields is a truly humane and national object, that deserves the imitation and furtherance of every man who has it in his

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power to promote them, as they would be, of course, of universal benefit, were all the dangerous coasts of this country furnished with them. But the expence attending the building and manning them, will I fear, prevent their number increasing to a sufficient extent. If, therefore, something on a less expensive scale, but equally safe and effective, could be devised, it would, of course, prove of more general use.

What occurs to me on this consideration, may, at first view, create some surprise, which, however, every scientific man will presently comprehend.

First, it is necessary in attempting any useful project, to weigh minutely whether it be practicable; secondly, whether the expence attending it may not mar its adoption; thirdly, that its application be subject to as little inconvenience as possible, and that the advantages, at least, exceed the disadvantages which may be connected with it; or fully, if possible, answer the intention. For instance, a ship would not founder if the hold were *always* occupied with empty casks or air-bags, *if* the latter could be made air tight and impervious to the water, and the decks secured from blowing by the pressure of the under-strain; but then the purposes for which a ship's hold is intended would be destroyed.

The life-boat of Shields *, is, I fear, on too expensive a plan to become general on the coasts, and ships, as well on account of the expence as their incumbrance on board, may not be prone to adopt them; and chiefly, because it may be objected that an occasion to use them might rarely or never occur. What I therefore recommend, by way of a more general accommodation, is a wicker boat, that may cost about 5l. and constructed as follows:—First, the figure may be either oval or round, the latter I would prefer; its form resembling a bason or punch-bowl, composed of two frames of similar forms, constructed of wicker-work, but of different diameters: the one laying within the other like a small bason within a larger. The diameter of the inner frame, at the mouth, may be from five to six feet; the depth from the gunwale to the bottom, about three; the internal diameter, at the bottom, which is to be flat, a third less than at the mouth; the space between the outer and inner frame, all round, and to its entire depth, may be about eighteen inches: this space to be closely filled with cork-shavings, and closed with wicker-work, or a light wooden gunwale. The bottom or area, is to be furnished with two false lattice or grated bottoms of strong basket-work, through which the water may have free egress and regress; the ground bottom may

* For particulars relative to the life-boat of Shields, see vol. v. p. 515; also for an account of one built at Scarborough, see vol. vi. p. 465.

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be on a plane with the lower extremes of the sides, which may be furnished with a wooden seat, and the inner or upper bottom, placed at from nine to twelve inches higher within the boat, and sufficiently firm to bear the required pressure to which it must be subject; it therefore, may be composed of a grated wooden frame. The solid contents of the sides, where they are connected with both bottoms, and though at that part the area of the boat is the least, yet they will be found sufficient to prevent the boat, by its own weight, drawing, internally or externally, more than from five to six inches, if so much; and with the additional weight of eight men, or even ten, within, the water would not rise to the second bottom, so that there would be a dry surface to tread on; and supposing that the boat might contain twenty men, which I think it might, yet the water would be found not to rise twelve inches internally above the second bottom. This every man who has any knowledge of hydrostatic or specific gravity principles, will easily comprehend, without further explanation.

There should be a seat of wicker-work all round, stuffed like the sides, and about nine or ten inches high from the upper bottom, and also pins round the gunwale for the oars, which the men may best ply standing, that the boat may the more readily be moved in any required direction.

The advantages that would pertain to such a boat, are, *First*, its cheapness and simplicity, and there being neither nails or any iron-work throughout. *Secondly*, Any basket-maker, with proper instructions, could make it. *Thirdly*, That of being conveniently portable, as a one-horse cart, a sledge, or half a dozen men could carry it to the water-side, or to any convenient distance along the shore, and launch it at the place best suited to the purpose. *Fourthly*, Neither wind, or surf, or surge, could overset it. *Fifthly*, The utmost number of persons that could force themselves into it, could not cause it to founder, or the water to rise internally, more than twelve or fourteen inches. *Sixthly*, Any sea breaking over and filling it, could neither sink or overset it. *Seventhly*, Though it might be filled for a moment by such a cause, yet it would as suddenly free itself of the accumulated water through its own bottom, and rise to its former elevation, without the necessity of baleing a spoonful to free the boat. This consideration is of the utmost importance, and may be said to be the living principle of a life-boat, which is every moment subject to be filled. To avoid the labour, delay, and danger from such a consequence, is, therefore, of much moment; the operation being always tedious, and too often impracticable when a boat is brought down to her gunwale in a rough sea. *Eighthly*, Such a boat cannot go to pieces by any shock, nor can the most violent concussions against

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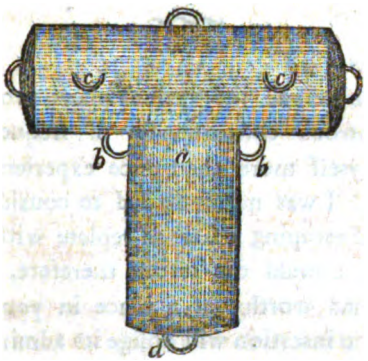
rocks, or the sides of a ship do it any injury, as it will both yield and rebound by its elastic quality. Such a boat on a smaller scale might be conveniently kept on board every ship, or a line conveyed from the ship to the shore, as before mentioned, would prove of the utmost use in drawing the boat through the surge, and against wind and tide, from the shore to the ship, when oars might not succeed.

A. B.

QUI ANTE NON COVET, POST DOLEBIT.

A MACHINE of this form



made of strong canvas, and stuffed with cork-shavings, would also effectually answer the purpose of conveying a man and line to the shore, when a boat could not venture from the ship; a man placed thereon at (*a*), with his face to the cross, and a leg or thigh in each loop, at the angles (*b b*), and holding by the loops (*c c*), with his hands, would ride secure, as this machine, from its figure, could not overset, or even roll much, and would be disposed to go before the wind, with the broad face, or cross part, foremost, which direction it would infallibly obey if the line were looped to the tail, or after part, at (*d*), and which would tend also to give it a smoother motion. The other loops might prove salutary to many, as this sea-horse would support a dozen persons in the water. That part composing the cross, and resembling a small woolpack, to be about four feet long, and eighteen inches diameter; the shaft or after-part, on which the man is seated to be of the same diameter, and about three feet long. By these proportions the machine would be something higher in the water before than behind, when the man is placed upon it, and who, from its form, would be amply protected at all points from bruises. If the man were furnished with a conic air-cap, resembling a small

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umbrella, of about a foot diameter, fixed to the end of a staff two or three feet long, he might use it to accelerate his progress before the wind, or to steer a few points from it.

I think, with such an *horse* as this, a man might ride with safety over any sea.

A. B.

N. B. If merchants would stow their goods, on board their ships, in casks impervious to the water, instead of open boxes, bales, and bags, as I recommended long since to the Honourable the East India Company, their ships could not founder, or the cargoes receive injury from leakage.

MR. EDITOR;

HAVING observed the various plans proposed to elude the disastrous consequences of frequent shipwreck, and having myself more than once experienced the melancholy prospect, I was naturally led to consider of the most likely means of escaping a fate so replete with horror to the human mind. Should the result, therefore, of these reflections be deemed worthy of a place in your distinguished publication, the insertion will oblige its admirer and constant reader,

Blackstakes, Feb. 20, 1802. J. H.

IN such extremities a communication with the shore is undoubtedly an object of the first consideration, without which, should the vessel not hold together till the gale abates, the event must prove fatal to a great proportion of its unhappy crew. But unfortunately the methods to establish one hitherto suggested, will be found in most cases impracticable in the hour of distress; indeed the most popular one of the moment is of such an alarming tendency, that the very idea ought to be suppressed; for it may readily be supposed that the apprehension of a cannon-ball coming on shore with a chain connected to it, would deter any from approaching to give assistance.

2. The projectile power of a bow, is not, in one case out of fifty, adequate *.

3. A kite in these emergencies would be dashed to the water in a moment.

* A musquet ball from a sling, will convey a line to a greater distance than by an arrow shot from a bow.

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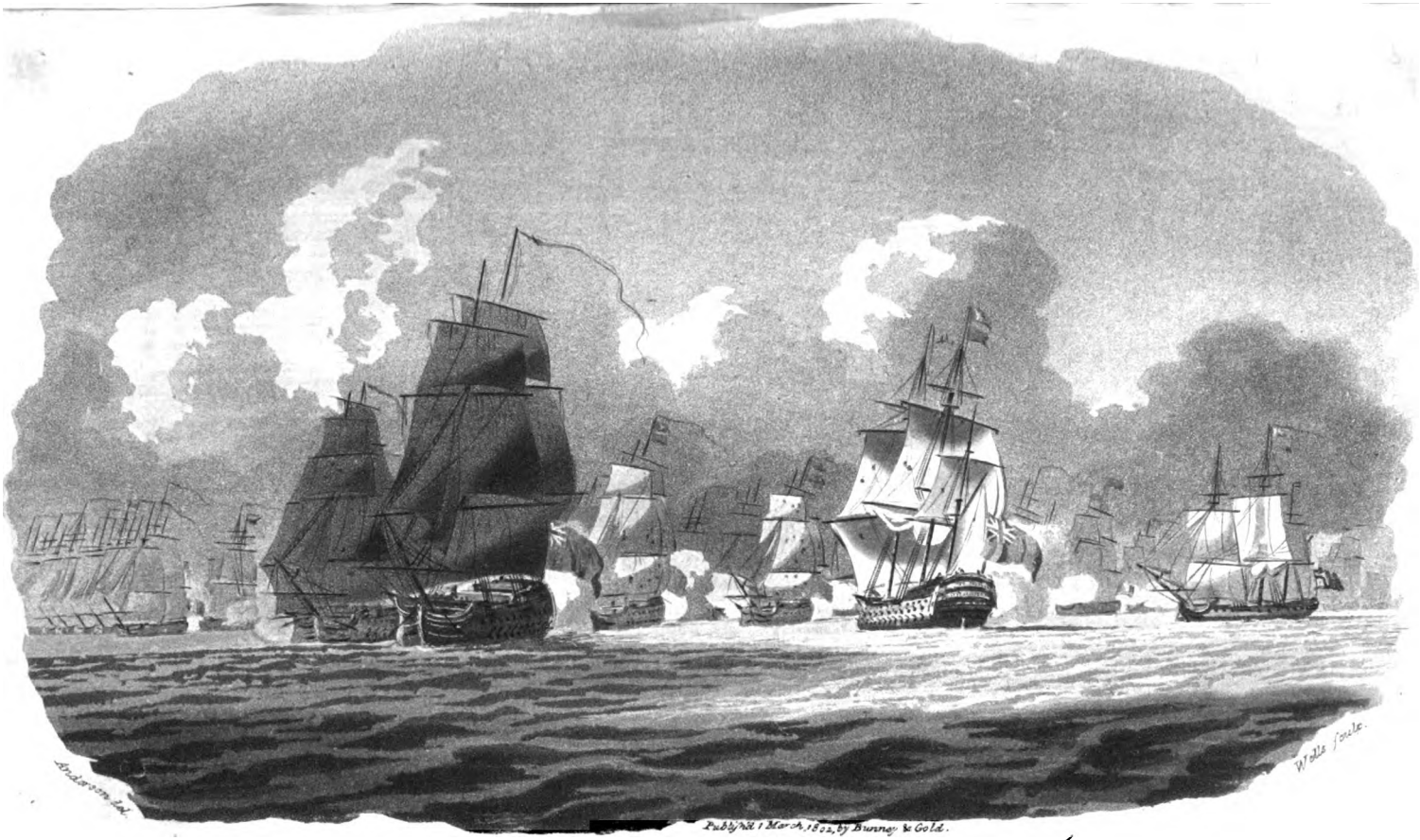

Admiral Cornwallis's retreat from the French Fleet.

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4. A cask thrown overboard will be so retarded by the line it conducts, and the surface it presents to the opposing medium, that much delay must unavoidably follow, and its reaching the shore, from the reflux of the surf, at last precarious.

All these different plans are manifestly defective in their present form, yet I apprehend that improving on the latter method is the only probable mode of succeeding effectually. With that view, to a body of a similar figure and construction of a large ship's buoy, I propose to secure within a few inches of one extremity, a piece of canvas, of the form, and nearly in the same manner as the wax-cloth is attached to the staff of an umbrella, in three divisions, unconnected, either of which to extend a given way, or kept collapsed, as influenced by the wind and water when put overboard; to the opposite extremity, is to be made fast a rope of sufficient length to reach the shore, and a small bell may be added to announce its approach in the dark. More than half of this body need not be immersed when placed in the water, and supposing its head can be retained towards the shore, it follows that one division of the canvas being raised by the wind, will act as a sail, and it is immaterial how often it overturns, as these divisions act and cease to act only as their influence tends to accelerate its progress before the wind. Upon trial, it will be found that by means of the line it may be guided for a considerable space in a direct course, and when it comes head to wind, or inclines to the right or left, by hauling back the rope but a few yards, it is obvious, that the action of the canvas in the water, co-operating with the wind on another division on the surface, must return it to the desired position, which will again be urged forwards, and though it may be becalmed, or even overwhelmed for a moment in the breakers, yet, upon raising, it will again proceed, and its impulse from the violence of the wind will resist the re-action of the surf, or any other obstacle; by this rope a hawser of any dimension may be conveyed from the ship to the shore.

DESCRIPTION OF PLATE LXXXIII.

THE annexed plate represents the British squadron under command of Admiral Cornwallis, consisting of five sail of the line and two frigates, surrounded by thirty French ships. The point of time chosen by the artist is near the close of day, when the enemy made a last effort by attacking the Mars, which ship had fallen to leeward. (See page 22.)

On the left, are the body of French frigates described to have kept to windward during the whole day; in front, and to leeward of them, are the Bellerophon and Brunswick,

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which ships were compelled to carry a crowd of canvas, by their inferiority of sailing; in the centre, is a distant view of the Triumph and Mars engaged with the enemy, the latter is the sternmost and leewardmost, rather pressed by the enemy, the Royal Sovereign is gallantly bearing down to her assistance; on the right is the repeating frigate.

The following is an extract of Admiral Cornwallis's official letter, the latter part of which was given in page 23, of this volume :—

Royal Sovereign, at sea, June 19, 1795.

I HAVE the honour of acquainting you, for the information of the Lords Commissioners of the Admiralty, that on the 16th, in the morning, standing in with the land, near the Penmarks, I sent the Phaeton ahead to look out for any of the enemy's ships upon the coast. I stood after her with the rest of the ships (Mars, Triumph, Brunswick, Bellerophon, Phaeton, and Pallas). At ten she made a signal for seeing a fleet ahead, and afterwards that they were of superior force. Upon her bringing to, I made the signal to haul to the wind upon the starboard tack. At this time I could not see the hulls of the strange sails. Thirty were counted, and some of them had all their sail out upon a wind, being directly to leeward of us. I stood upon the starboard tack with all our sail, keeping the ships collected. Upon enquiring, by signal, the enemy's force, Captain Stopford answered, thirteen line of battle ships, fourteen frigates, two brigs, and a cutter; in all thirty sail. Near half of them tacked in shore in the afternoon: the wind fell very much, and came round to the northward, off the land, and of course brought those ships of the enemy (which had tacked), to windward, and the others laid up for us. They were seen in the morning, before it was day-light, upon both quarters of the squadron.

At nine in the morning one of the front line of battle ships began to fire upon the Mars. Their frigates were ranged up abreast of us to windward, except one, which kept to leeward, and ran up upon the larboard quarter of the Mars, then yawed and fired, which was frequently repeated. This was the only frigate that attempted any thing. The line of battle ships came up in succession, and a teazing fire, with intervals, was kept up during the whole day. In the evening they made a show of a more serious attack upon the Mars (which had gotten a little to leeward), and obliged me to bear up for her support. This was their last effort, if any thing they did can deserve that appellation. Several shot were fired for two hours after, but they appeared to be drawing off, and before sun-set their whole fleet had tacked and were standing from us.

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ON THE CONSUMPTION OF ENGLISH OAK,

AND THE POLICY OF HAVING RECOURSE TO INDIA SHIP TIMBER.

THE following Observations on the Consumption of English oak, and the policy of resorting to the forests of Teak-wood growing in our eastern possessions, are chiefly extracted from Mr. Henchman's Observations on the Reports of the Directors of the East India Company, respecting the trade between India and Europe. He observes that,

IT is in the memory of many that, about thirty years ago, the Company were enlarging their establishment of ships so much, both in size and number, that his Majesty's Ministers of that day thought it an alarming circumstance; they considered the Company as expending a great deal of that sized timber which was required for the use of the King's Navy, and that the national interests were affected by the plan they were falling into of building ships of such large dimensions as seven or eight hundred tons; after much correspondence and deliberation, a bill was brought into Parliament in the year 1772, by which the Company were restrained from building until the amount of their whole tonnage was reduced to 45,000 tons. A Committee of the House of Commons, which sat about that period, plainly indicated, by their proceedings, that a scarcity was apprehended at no very distant time. Since that, to the year 1792, the apprehensions of the public had been much increased; the expenditure of the Navy, of the East India Company, and of private merchants, had been exceedingly enhanced; the alarm had continued, but nothing effectual had been done to remedy the evil. At this latter period a Commission * was appointed to enquire into the state of the woods and forests. Their report, after the most judicious and sensible investigation, confirmed the apprehensions of the public, and declared, "That if the prosperity of the country continued, the consumption of oak timber for its internal purposes, and for the shipping necessary for the whole of our trade, including that of the East India Company, would at no very distant period furnish an ample demand for all that could be expected to be produced on private property in this kingdom, and

* The Commissioners were Sir Charles Middleton, Sir John Call, and John Fordyce, Esq.

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that such was the then state of the growing timber, and the prospect of future supply, that this country would in all probability experience a FATAL want of great oak timber, and become dependent on other Powers for the means of supporting her Navy."

Under such a state of things the expenditure has continued to increase up to this day, the East India Company build larger ships than ever, and employ full double the quantity of tonnage they did, when they first became an object of jealousy. The prosperity of the country has exceeded the most sanguine expectation, and although the utmost efforts have been made, and no price for foreign timber has been spared, the trade of the country, it is said, has now far outrun its shipping:—thus circumstanced, the East India Directors bring forward a plan which will require a supply of about 30,000 tons more, and a very serious question arises, whether they ought to be allowed to build, or should resort to some other means, if any such are within their power; the demands of the Navy involving the safety of the kingdom, the state of merchant-shipping in general, and the opinion of the Commissioners, ("that this country will, in all probability, experience a fatal want of great oak timber, for there has long been a gradual decrease in the quantity of timber, and an increase in the demand for it,") all concur in strongly pointing out the common prudence of preventing the East India Company from entering upon such a speculation; it would be almost enough of itself to mention that the builder's price, which was at the beginning of this war only 12l. 10s. is now raised to 23l. per ton.

From this state of shipping * and timber in Great Britain, it is evident that a resource is very much in request, both for the use of the East India Company, and for national purposes—and this resource is happily found in the territories of the East India Company themselves.

They are now possessed, by the fortune of war, of a country on the coast of Malabar, that is covered with forests of almost unbounded extent, planted with ship timber (called teak), that is of a quality so superior to all other, that the ships which are built of it, are allowed to be the most durable † of any in the known world. These forests

* Before the loss of America, a great number of vessels (perhaps 300), have been entered in the register here in one year.—Surely some substitute for such a loss must be necessary, especially with such an increasing commerce.

† A teak ship was lately stranded near Surat, that was known to be ninety-five years old, and had made ninety voyages to the Persian and Arabian gulphs, and would have made many more had she not met with the accident.

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are so situated, the country being intersected with a number of rivers, that the timber can, with the greatest convenience, be brought to the sea-shore, and conveyed to the usual places where the ships are built; but exclusive of that supply, there is abundance of other ship-timber grown in the mountains which border on the provinces of Bengal, and with the assistance of the teak timber, which is imported from Pegu, they build at present on the banks of the Ganges very large and valuable ships, some of which have already been seen in the river Thames. And Lord Wellesley says, "they are able to furnish tonnage to whatever extent it may be required, for conveying to the port of London the trade of the private British merchants of Bengal." His Lordship also says, "large and thriving plantations of teak have been made in Bengal, and the cultivation of that timber is spreading over the whole province."

It is a great national consideration, whether any sound and sufficient reason exists, against the public availing themselves of such a valuable expedient as has presented itself in the east, and in that part of the country which forms a share of the British Empire.

It is manifestly impossible to find shipping in England for every branch of the trade, and they who think that part of the immense commerce at present enjoyed by Great Britain will leave this country, at a peace, should recollect, that the ships will go with it; they should also consider, that many of the transports will be unfit for merchant service, and that other ships now in employ will not be insurable after the conclusion of a peace, when no war-premium will be paid the underwriters, which is the inducement at present, and without which, they would have been long since rejected. Some provincial aid must, therefore, be accepted, or the trade must fall into the hands of foreigners. The India Directors have expressed alarm for their exclusive privileges, and fears for the safety of their possessions, if any private ships are permitted to navigate between India and Europe; but if individuals are not allowed to explore, and bring into use the contents of this valuable depository, it seems to be admitted by the most competent authority, that the nation will experience a fatal want of ship-timber, and depend totally on foreign nations. It is, therefore, earnestly recommended that this subject may be most seriously examined into, the alarm of the Directors may not be well founded; the interests and necessities of the nation may require, that this aid from the Asiatic provinces should be resorted to, and it may turn out that India-built ships may not only be required for the private trade of India, they may be sold in this country, and applied to the assistance of the general commerce of the nation; and they may also at last

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be built of a size and description suitable to form a very respectable augmentation to the naval force of Great Britain. All this return the possessions in the East are capable of making to the mother country, and at very reasonable rates; for a merchant ship fitted for sea in a manner equal to the best of the Indiamen built in the Thames, will only stand the owners in the sum of 24,000l. whilst an English ship of the same size could not be fitted out for less than 36,000l.

A merchant of intelligence and experience has made the following calculations, on which an eighty gun ship may be built at Bombay of teak wood, and brought to England for the service of the British Navy:—

	£.	s.	d.
The expence of building a line of battle ship of 2000 tons, in India, of Malabar teak, would be	40,000	0	0
Add for temporary equipment for what would not be useful after the ship's arrival in England	12,000	0	0
Add sailing expences for fifteen months, with two hundred men	18,000	0	0
	70,000	0	0
Allow the ship to be freighted from Bombay to China with only 4000 candies of cotton, at fifty rupees per candy, it would be	18,336	6	8
And from China to England with two thousand tons of tea, at only 15l. per ton,	30,000	0	0
	48,336	6	8
Leaving an eighty gun ship that would last thirty years, to cost on her arrival in the River Thames, only	21,663	13	4

To the above important statement we will add, that there is an expenditure of English oak timber not generally adverted to, which consumes in some years two thousand loads, and that of the best quality: large strait timber. The consumption we allude to, is made by the porter brewers, who holding it a maxim that the foreign oak not being of so close a grain, and so well calculated to stand the working of their beer, as what grows in this country, employ the latter almost entirely in making butts; we are credibly informed the demand has been so great in some years, that one house alone has contracted for near half a million of staves. Whether the posi-

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tion that English oak alone will answer their purpose, be true or false, we do not undertake to determine, but it is a very serious consideration, that in a country whose existence depends on her navy, such a quantity of timber should be converted to other purposes than that of ship-building, and at a time when it is declared by such high authority, "that this country will in all probability experience a want of great oak timber." If no other species of wood, native or foreign, can be substituted, the demand will of course continue, but surely it is an additional argument in favour of employing the resource pointed out, either in the construction of men of war or Indiamen.

It is also a circumstance generally admitted as fact, that within these two last years more timber has been fallen from a variety of causes, than in double that time at any former period, we doubt not but that facts of such importance will soon become noticed by the legislature; there are a number of other observations on this important subject that suggest themselves, and which we will give our readers at some future period.

USE OF MIRRORS AS SHIP-LIGHTS.

IT has been long doubted, whether Archimedes did really burn the Roman ships of Marcellus at the siege of Syracuse with a large mirror, as no such feat could ever be performed by succeeding opticians. If he did, no doubt it must have been effected by a vast number of small mirrors placed on a large concave surface, or frame of wood, so as to have their reflected light thrown together at a greater or less distance by means of adjusting screws. This was the manner in which Buffon concentrated a vast quantity of light thrown from a concave case or frustum of a globe filled with 400 mirrors; but, as the focus must have been the size of one of his mirrors, the condensation of light was not sufficient to burn intensely, without a convex lense to concentrate the light so assembled more to a point. In this focus, various metals were melted, diamonds dispersed, &c. and it has only remained a curiosity in the botanic garden in Paris since his time.

Other artists have lined the frustum of a globe with straw, and other polished reflecting substances; but we do not find these contrivances either used for burning of ships, or lighting them on their way: they were philosophical curiosities, and, like other novelties, amused the curious for a time. But this is one among thousands of instances, how a theorem in mathematics, or an invention in me-

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chanics, may at first seem a mere toy for the mind, and applicable to no earthly purpose, yet, in time, may be found to contribute to the establishment of truth, or the general happiness of society. Did not a falling apple first suggest the law of gravity? Did not a shepherd discover the load stone? And the dissection of a frog the galvanic influence? We should not laugh at experiments that fail, or at those which seem to lead to nothing.—No trial is lost!

But to return. The first use of concave mirrors, I remember to have seen (about thirty years ago), to direct ships, were at Liverpool and Newcastle; into the first, the road is very intricate, through sands and shoals, from Hoy Lake to the Black Rock. To direct the mariner in the night, that ingenious and useful dock-master, Captain Hutchinson, placed polished copper mirrors in light-houses, facing each turning of the Channel, so that the pilot made way towards the first light he saw, till he saw another to his right or left; he then turned immediately towards the second light, and pursued that channel till another light broke in upon him, to which he then directed the ship. Thus is the harbour obtained by night as well as by day. At Newcastle, the Tyne flows perpendicularly into the German Ocean, and vessels in the night might sail past its mouth, were it not for a copper-mirror that throws out a light into the sea, in the direction of the river, so that as soon as that light is beginning to be crossed, the ship turns towards it, and is directed by it into the river.

These were in use in the year 1770, and are, no doubt, at this time greatly improved. The French have used mirrors at the mouths of their harbours time out of mind.

I lately sailed by the Scilly light-house, where I was much struck with an intermitting light, that at once tells you what light it is, by disappearing every second minute. This is also a light of mirrors, but they are of copper, plated with silver, and polished in the curve of the parabola, by which their light neither spreads nor converges, but darts a cylinder of light to a vast distance. This light consists of six round mirrors placed round a seventh, each twenty-two inches in diameter; every mirror having an Argand's lamp in its focus, supplied with oil from behind. The frame in which these mirrors are fixed stands perpendicularly to the horizon, on a shaft united with a machine below that turns the whole round every two minutes; hence a cylinder of light, five feet and a half diameter, sweeps the whole horizon, and, by its intermission, cannot be mistaken for any other. This powerful light I find has been copied in Spain, on the Skerries, on the Isle of Wight, &c. some stationary, and some with motion.

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ABSTRACT OF

THE SPECIFICATION OF A PATENT,

Granted on the 5th of June, 1801, to Mr. WILLIAM CHAPMAN, *of Newcastle upon Tyne, for the "Application of certain Substances, either separately or combined, as a Preservation for Cordage; which Substances being insoluble in Water, or very imperfectly soluble, will, when used in the Manufacture of Cordage, be the Means of making it more durable than it has hitherto been."*

IT being well known that cordage, exposed to great heat, as it necessarily must be in hot climates, frequently becomes useless in two or three years, and sometimes less, from a species of destruction, called by seamen the dry-rot, because the rope, looking well to the eye, and no way injured by moisture, is found to have its yarns quite rotten. It is also known that ropes exposed to water soon lose the tar with which they are covered; which circumstance quickly takes place in warm climates, and shallow water; under which predicament that element becomes considerably more heated than it is in the ocean in the same latitude, and its effect is quickly shown upon a new cable, as the part lying under water is soon covered with a slime arising from the solution of the tar. The first of those disorders (the dry-rot), Mr. Chapman attributes to a superabundant acid which is disengaged from the tar when exposed to heat.

The other deficiency in ropes prepared with common tar, clearly arises from that substance containing a mucilage or gum, along with its resinous matter, which latter is insoluble in water. The remedy, the patentee proposes for both these evils, is very simple, and is effected during the necessary inspissation of tar to that state in which it is used in the manufacture of ropes. The common process is by boiling the tar, until it has thrown off so much of its essential oil as to come to the state in which it is wanted. Instead of which, Mr. Chapman proposes to boil the tar in water, two or three times, until it nearly attains the necessary degree of inspissation. In the first boiling, the same as in distillation, it throws off with the steam its superabundant acid, and parts with much of its mucilage to the water; and by a second process it is rendered fit for use. Seamen, accustomed to hot climates, experience that tarred ropes, although sufficiently pliable whilst there, become rigid on their return to cold countries; which sometimes occasions the loss of sails by the breaking of the ropes which form their borders. These ropes, which are called

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bolt-ropes, the patentee proposes to prepare with inspissated gross oils, mixed, if requisite, with a small quantity of resin. He also prepares crane-ropes in the same manner, so as to prevent their receiving injury from the weather, and yet keep them always pliable.

The cause of the rigidity of tarred ropes, after exposure to heat, is the dissipation of the essential oil of the tar. To prevent this inconvenience, Mr. Chapman proposes that his purified tar should be more inspissated than if used by itself, and that a due proportion of tallow, suet, whale oil, rape oil, or other fixed oil, be mixed with the tar, and that the oils should previously be deprived of their mucilage after the same process as the tar.

The utility of this invention to the navy and merchant ships of these kingdoms, must evidently be very considerable.

SUFFERINGS OF SOME DESERTERS.

THE extraordinary adventures of six deserters belonging to the Artillery of the island of St. Helena, occasioned a Court of Enquiry on the 12th of December 1801, when John Brown, one of the survivors, delivered the following singular and affecting Narrative upon oath, before Captain Desfountain, President; Lieutenant B. Hodson, and Ensign Young.

IN June 1799, I belonged to the first company of Artillery, in the service of this garrison, and on the 10th of that month, about half an hour before parade time, M'Kinnon, gunner and orderly of the 2d company, asked me if I was willing to go with him on board of an American ship called the Columbra, Captain Henry Lelar (the only ship then in the roads); after some conversation I agreed, and met him about seven o'clock at the playhouse, where I found one M'Quinn, of Major Seale's company, another man called Brighouse, another called Parr, and the sixth Matthew Conway.

Parr was a good seaman, and said he would take us to the Island of Ascension, or lay off the harbour till the Columbra could weigh anchor and come out. We went down about eight o'clock to the West Rocks, where the American boat was waiting for us, manned with three of the American seamen, which took us alongside the Columbra. We went on board—Parr went down into the cabin, and we changed our clothes after having been on board half an hour.

Brighouse and Conway proposed to cut a whale-boat from out of the harbour to prevent the Columbria from being suspected, which

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they effected, having therein a coil of rope and five oars, with a large stone she was moored by—this happened about eleven at night.

We observed lanthorns passing on the line towards the Sea Gate, and hearing a great noise, thought we were missed and searched for. We immediately embarked in the whale-boat, with about twenty-five pounds of bread in a bag, and a small keg of water, supposed to contain about thirteen gallons, one compass and one quadrant, given to us by the Commanding Officer of the Columbria; but in our hurry the quadrant was either left behind or dropped overboard.

We then left the ship, pulling with two oars only to get ahead of her, the boat was half full of water and nothing to bale her out; in this condition we rowed out to sea, and lay off the island, a great distance, expecting the American ship hourly.

About twelve o'clock the second day, no ship appearing, by Parr's advice, we bore away, steering N. by W. and then N N. W. for the Island of Ascension, using our handkerchiefs as substitutes for sails. We met with a gale of wind which continued two days, the weather then became very fine, and we supposed we had run about ten miles an hour. M'Kinnon kept a reckoning with pen, ink, and paper, supplied by the Columbria, as also charts and maps.

We continued our course till about the 18th in the morning, when we saw a number of birds but no land. About twelve that day Parr said he was sure we must be past the island, accounting it to be 800 miles from St. Helena. We then each of us took our shirt, and with them made a small sprit sail, and laced our jackets and trowsers together at the waistband to keep us warm, and then altered our course to W. by N. thinking to make Rio de Janeiro, on the American coast. Provisions running very short, we allowed ourselves only one ounce of bread for twenty-four hours and two mouthfuls of water.

We continued until the 26th, when all our provisions were expended. On the 27th M'Quin took a piece of bamboo in his mouth to chew, and we all followed his example. On that night, it being my turn to steer the boat, and remembering to have read of persons in our situation eating their shoes, I cut a piece off one of mine; but it being soaked with salt-water, I was obliged to spit it out, and take the inside sole, which I eat part of, and distributed to the rest, but found no benefit from it.

On the 1st of July, Parr caught a dolphin, with a gaff that had been left in the boat. We all fell on our knees, and thanked God for his goodness to us. We tore up the fish and hung it to dry; about four we eat part of it, which agreed with us pretty well. On this fish we subsisted till the 4th, about eleven o'clock, when finding the whole expended, bones and all, Parr, myself, Brighouse, and Con-

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way, proposed to scuttle the boat, and let her go down, to put us out of our misery; the other two objected, observing that God, who had made man, always found him something to eat.

On the 5th, about eleven, M'Kinnon proposed *that it would be better to cast lots for one of us to die, in order to save the rest*; to which we consented. The lots were made. William Parr being sick two days before with the spotted fever, was excluded. He wrote the numbers out, and put them in a hat, which we drew out blindfolded, and put them in our pockets. Parr then asked whose lot it was to die; none of us knowing what number we had in our pocket, each one praying to God that it might be his lot. It was agreed that No. 5, should die; and the lots being unfolded, M'Kinnon's was No. 5.

We had agreed that whose lot it was should *bleed himself to death*; for which purpose we had provided ourselves with nails sharpened, which we got from the boat, M'Kinnon with one of them cut himself in three places, in his foot, hand, and wrist; and, praying God to forgive him, died in about a quarter of an hour.

Before he was quite cold, Brighouse, with one of those nails, cut a piece of flesh off his thigh, and hung it up, leaving his body in the boat. About three hours after we all eat of it—only a very small bit. This piece lasted us until the 7th. We dipped the body every two hours into the sea to preserve it. Parr having found a piece of slate in the bottom of the boat, he sharpened it on the other large stone, and with it cut another piece off the thigh, which lasted us until the 8th, when it being my watch, and observing the water, about break of day, to change colour, I called the rest, thinking we were near shore, but saw no land, it not being quite day-light.

As soon as day appeared, we discovered land right ahead, and steered towards it. About eight in the morning we were close to the shore; there being a very heavy surf, we endeavoured to turn the boat's head to it, but being very weak we were unable; soon after the boat upset! Myself, Conway, and Parr, got on shore. M'Quin and Brighouse were drowned!

We discovered a small hut on the beach, in which were an Indian and his mother, who spoke Portuguese, and I, understanding that language, learnt that there was a village, about three miles distance, called Belmont; this Indian went to the village, and gave information that the French had landed, and in about two hours the Governor of the village (a clergyman), with several armed men, took Conway and Parr prisoners, tying them by their hands and feet, and slinging them on a bamboo stick, and in this manner took them to the village.

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I being very weak, remained in the hut some time, but was afterwards taken.

On our telling them we were English, we were immediately released, and three hammocks provided; we were taken in them to the Governor's house, who let us lay on his own bed, and gave us milk and rice to eat; but not having eaten any thing for a considerable time, we were lock-jaw'd, and continued so till the 23d, during which time the Governor wrote to the Governor of St. Salvador, who sent a small schooner to a place called Porto Seguro, to take us to St. Salvador. We were conducted to Porto Seguro on horseback, passing through Santa Croix, where we remained about ten days; afterwards we embarked, and on our arrival at St. Salvador, Parr, on being questioned by the Governor, answered, that our ship had foundered at sea, and we had saved ourselves in the boat: that the ship's name was the Sally, of Liverpool, and belonged to his father, and was last from Cape Coast Castle, on the coast of Africa, to touch at Ascension for turtle, and then bound for Jamaica. Parr said he was the Captain.

We continued at St. Salvador about thirteen days, during which time the inhabitants made up a subscription of 200l. each man. We then embarked in the Maria, a Portuguese ship, for Lisbon; Parr as mate, Conway, boatswain's mate, myself, being sickly, as passenger. In thirteen days we arrived at Rio de Janeiro. Parr and Conway sailed for Lisbon, and I was left in the hospital; in about three months, Captain Elphinstone, of the Diomede, pressed me into his Majesty's service, giving me the choice of remaining on that station, or to proceed to the Admiral at the Cape. I chose the latter, and was put with seven suspected deserters on board the Ann, a Botany Bay ship, in irons, with the convicts. When I arrived at the Cape I was put on board the Lancaster, of 64 guns. I never entered. I at length received my discharge, since which I engaged in the Duke of Clarence as a seaman; I was determined to give myself up the first opportunity, in order to relate my sufferings to the men of this garrison, to deter them from attempting so mad a scheme again!

In attending to the above narrative, as simple as it is affecting, we cannot help noticing the justice of Providence so strikingly exemplified in the melancholy fate of M'Kinnon, the deluder of these unhappy men, and the victim of his own illegal and disgraceful scheme. May his fate prove a memento to soldiers and sailors, and a useful though awful lesson to the encouragers and abettors of desertion!

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Poetry.

MR. EDITOR,

Should you think the within written, deserving a place in your NAVAL CHRONICLE (a work that cannot be too much praised), although it rather militates from the objects which you profess to embrace, it is at your service. I am, Sir,

Your most obedient Servant,

Cape of Good Hope, Oct. 31, 1801. NAVIS.

ON THE DEATH OF GENERAL ABERCROMBY.

HEARD you that dirge? as floating in the gale,
Proclaim to Egypt's sons the woeful tale,
Great Abercromby's gone! responsive flows the sound,
While Britons' tears bedew the sanguin'd ground;
You aged vet'ran soldier, whom he oft has led
To victory's arms, and by his side has bled;
See how his big heart heaves at the last view
He takes, with wistful look then sighs a long adieu!
While cruel memory on his fancy plays,
In quick succession, of past happy days.
The way-worn traveller too, with tearful eye,
And throbbing heart, shall heave the long-drawn sigh.
While pensive hanging o'er the warrior's grave,
And as the big tear bursts from either eye,
Exclaims, here Abercromby lies—The Great, the Brave.

TO ADMIRAL SIR HYDE PARKER,

ON THE LATE NAVAL VICTORIES.

Written Sept. 17, 1801.

BY THE REV. CHARLES EDWARD STEWART.

Let others boast the splendour of success,
Your valour's equal, nor your judgment less.

WHERE'ER I turn my wond'ring eyes,
New scenes of naval glory rise,
Which rival those I sung;
The day that seal'd HOWE's just renown,
The NILE, ST. VINCENT's, CAMPERDOWN,
Proud themes of ev'ry tongue.

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A host * of heroes pant for fame,
And NELSON first asserts his claim
To meet his country's foes;
The dread of France, the scourge of Spain,
He dares the Swede, the Russ, the Dane,
Their force combin'd oppose.

When, frantic dupe of French intrigue,
The Russian tyrant form'd the league
Of northern pow'rs around;
Where never hostile sail appear'd,
His fleet judicious PARKER steer'd,
And pass'd the dang'rous Sound.

Death's dire artillery thund'ring roars,
On ev'ry side destruction pours,
And guards the menac'd land;
Contending nations nobly fought,
Till NELSON's arm resistless wrought
What PARKER's wisdom plann'd.

Long time in war's whole bus'ness tried,
Distinguish'd Chiefs, the meed divide
Your grateful country pays:
The head that plann'd the daring deed,
The hand that made the plan succeed
Deserve a nation's praise.

To chance, not valour, forc'd to yield,
Brave SAUMAREZ quits the hard-fought field
And Algeziras Bay,
And, baffled by the falling wind,
One stranded vessel left behind,
Unfollow'd moves away.

Resuming soon his desp'rate course,
With crippled † ships, e'en twice his force
Untouch'd, he dares to fight:

* It is sufficient to observe, without specifying their names, that our naval Officers of all ranks have in this war distinguished themselves by acts of heroism unparallel'd in the history of any other country.

† Sir James Saumarez with five sail of the line, four of them disabled in an action a few days before, followed, fought, and beat an enemy's squadron consisting of two ships of 112 guns, one of 94, three of 84, four of 74, four frigates, and a great number of gun-boats. Three only of his five ships could get into action. See vol. vi. Naval Chronicle, p. 114.

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Success from gallant emprize springs,
And conquest waves her crimson wings
Amidst the gloom of night.

"With glory cover'd," LINOIS * flies,
Leaves to their fate his lov'd allies,
Nor stops to look behind;
MORENO *, all aghast with fear,
Hears SAUMAREZ thund'ring on his rear,
And prays for wings of wind.

Hide, blushing Glory, hide the day,
When BONAPARTE in dismay,
To Xerxes next in name,
In one small skiff fled Egypt's coast
With the sad loss of half his host,
And all his former fame.

Now (such the wayward will of fate)
Great Consul of the greatest State,
With Gallic gasconade
He bids his fleets in port immur'd,
From NELSON scarce by chains secur'd,
Fair Freedom's isle invade.

Vain empty boast, he might as soon
Pluck honour from the pale-fac'd moon
As from a British fleet:
The proudest triumph France can know
Is to elude th' insulting foe,
And 'scape by flight defeat.

While Heav'n in mercy deigns to smile
Propitious on her fav'rite isle,
United, firm, and free,
The threats of France are wild and vain,
Not e'en the world in arms shall gain
The empire of the sea.

* While Saumarez was burning two of their ships, taking a third, and chasing the remainder, these gallant Admirals, the pride of the French and Spanish navies, made the best of their way in a frigate to Cadiz, which the French papers tell us, they entered "in triumph," and "covered with glory."

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PARODY.

I DO remember well a Midshipman,
In cockpit's gloom he mess'd, whom late I view'd
Inscreen'd in birth made up of dusty hammocks,
Cobbling a boot: desponding were his looks,
Promotion long deferr'd, had soured his phiz.
An empty bottle on a greasy table stood before him,
Wherein was stuck a candle-end,
Which glimmer'd round a solitary ray;
The pending shelf was garnish'd out with junk,
Some biscuit, and fragments of a pipe.
Hamilton Moore, Steel's List, with
Scatter'd Day's Works, and taylor's bill not paid,
Made up the scene.
Noting this misery, to myself I said,
And if St. Vincent had a spare commission,
And wished to make a son of Neptune happy,
He here might find an object worthy of it.

ODE.

STILL 'mid the storm unmov'd remains
The British oak, her Monarch reigns
Triumphant o'er the Gaul;
A star of the first magnitude,
Immortal England firm has stood,
While minor nations fall.

O gracious God, who do'st dispense,
By thy right-judging Providence,
To mortals good or ill;
Thou'st bless'd Great George with victory,
And favour'd long may George by thee,
The throne of England fill!

Perfidious Holland, dormant Spain,
Have seen his triumphs on the main,
And bow'd to Britain's fleet.
See either India owns his sway,
The shores of Egypt too, display
The boasting Gaul's defeat.

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Long may Great George the laurel bear,
Faith's true Defender, may he wear
An Heav'n-protected crown,
Whilst an insulted Deity,
On those who ev'ry law defy,
Shall hurl his vengeance down!

VERSES ON OUR NAVAL VICTORIES.

ZION rejoice, and Judah sing,
The Lord assumes his throne;
Let Britain own the Heavenly King,
And make his wonder known.

The "Mighty Nation," and the proud,
From their high seats are hurl'd;
Jehovah rides upon a cloud,
And thunders thro' the world.

He reigns upon th' eternal hills,
Distributes mortal crowns;
Empires are fixed beneath his smiles,
And totter at his frowns.

Navies that rule the ocean wide,
Are vanquish'd by his breath,
And legions, arm'd with power and pride,
Descend to wat'ry death!

Let tyrants make no more pretence
To vex our favourite land;
Jehovah's name is our defence,
Our buckler is his hand.

Long may Great George, our Sovereign, live,
To rule us by his word,
And all the honours he can give,
Be offer'd to the Lord.

ODE ON A STORM.

EXTRACTED FROM DODSLEY'S COLLECTION.

WITH gallant pomp, and beauteous pride,
The floating pile in harbour rode;
Proud of her freight, the swelling tide
Reluctant left the vessel's side,
And rais'd it as she flow'd.

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The waves with eastern breezes curl'd,
Had silver'd half the liquid plain;
The anchor's weigh'd, the sails unfurl'd,
Serenely mov'd the wooden world,
And stretch'd along the main.

The scaly natives of the deep
Press to admire the vast machine,
In sporting gambols round it leap,
Or swimming low, due distance keep,
In homage to their queen.

Thus, as life glides in gentle gales,
Pretended friendship waits on power,
But early quits the borrow'd veil,
When adverse fortune shifts the sail,
And hastens to devour.

In vain we fly approaching ill,
Danger can multiply its forms;
Expos'd we fly like Jonas still,
And Heaven, when 'tis Heaven's will,
O'ertakes us in a storm.

The distant surges foamy white,
Foretell the furious blast;
Dreadful, tho' distant, was the sight,
Confederate winds and waves unite,
And menace every mast.

Winds whistling through the shrouds proclaim,
A fatal harvest on the deck,
Quick in pursuit as active flame,
Too soon the rolling ruin came,
And ratify'd the wreck.

Thus, Adam smil'd with new-born grace,
Life's flame inspir'd by heavenly breath;
Thus the same breath sweeps off his race,
Disorders Nature's beauteous face,
And spreads disease and death.

Stripp'd of her pride, the vessel rolls,
And as by sympathy she knew,
The secret anguish of our souls,
With inward deeper groans condoles,
The dangers of her crew.

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Now what avails it to be brave,
On liquid precipices hung?
Suspended on a breaking wave,
Beneath us yawn'd a sea-green grave,
And silenc'd ev'ry tongue.

The faithless flood forsook her keel,
And downward launch'd the labouring hull;
Stunn'd, she forgot, awhile to reel,
And felt almost, or seem'd to feel,
A momentary lull.

Thus in the jaws of death we lay,
Nor light nor comfort found us there;
Last in the gulph and floods of spray,
No sun to chear us, nor a ray
Of hope, but all despair.

The nearer shore, the more despair,
While certain ruin waits on land;
Should we pursue our wishes there,
Soon we recant the fatal prayer,
And strive to shun the land.

At length the Being whose behest
Reduc'd this chaos into form,
His goodness and his power express'd,
He spoke—and as a God suppress'd,
Our troubles, and the storm.

ON THE DEATH OF

THE RIGHT HON. LORD AUGUSTUS FITZROY.

FAREWELL, AUGUSTUS! let the sacred tear
Of holy friendship consecrate thy bier;
Let Genius, weeping at the feet of Fame,
Distil one drop to fall on FITZROY's name:
That name for splendid titles long renown'd,
But less by dignity, than virtue crown'd!
Illustrious GRAFTON! mark the sorrowing page,
And let Hope's angel cheer thy drooping age;
Dispel the gloom that hovers o'er thy head,
And cease to mourn thy lov'd AUGUSTUS—dead!
Behold the beauteous race that kneels to share
A parent's sorrow, and a parent's care;
Ah, for their sakes, each murm'ring plaint forego,
And stem the tide of unavailing woe!

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Gazette Letters.

ADMIRALTY-OFFICE, FEB. 6.

Extract of a letter from Henry William Bayntun, Esq. Captain of his Majesty's ship Cumberland, and senior Officer for the time being, of his Majesty's ships and vessels at Jamaica, to Evan Nepean, Esq. dated at Port Royal, the 11th of October, 1801.

A BRILLIANT little exploit was performed the other day by two boats of the Lark: a copy of Lieut. Johnstone's (the acting Captain), letter on that occasion I think it right to transmit; at the same time to remark, that Lieutenant Pasley has, in many instances, performed the like.

MY LORD, *Lark, Port Antonio, 17th of September, 1801.*

I arrived in this port yesterday evening, having quitted my station on Tuesday last for the purpose of landing some prisoners of war which we took in a Spanish privateer schooner on the night of the 13th last. We had chased her the whole of the afternoon, close in with the Cuba shore, till dark, when she took shelter within the Portillo Reefs. I immediately sent Lieutenant Pasley, with the yawl and cutter, Mr. M'Cloud, Midshipman, and sixteen men in each. About half past ten Mr. Pasley found her at anchor in the place he expected; she was waiting the attack in readiness, which she commenced by a discharge from one nine and two four pounders, which severely wounded several in each boat. Notwithstanding, they boarded, and after a short but severe contest, they carried her. She proved the Esperance, from St. Jago, which port she left on the 18th of August, and since that time had taken the Eliza sloop and Betsey brig belonging to Kingston. She was commanded by Joseph Callie; and from the best accounts I have been able to collect since, she had on board when the action commenced, forty five men, twenty-one of whom were killed, and six wounded. The Captain and all the Officers were amongst the former. On our part we have to lament the loss of John Jones, Coxswain of the cutter, who was killed early in the action, Mr. M'Cloud, and twelve seamen wounded. I have been able to land the prisoners under the security of the garrison, having promised to take them again on board on my way to Port Royal. And I am much indebted to the Commanding Officer, Major Cod, of the 60th, who has had the goodness to receive under the care of their Surgeon, Mr. M'Cloud and four others, who are thought to be the most dangerously wounded. I shall sail immediately, and lose not a moment to regain my station. I am, my Lord, &c. (Signed) J. JOHNSTONE.

ADMIRALTY-OFFICE, FEB. 20.

Copy of a letter from Vice-Admiral Rainier, Commander in Chief of his Majesty's ships and vessels in the East Indies, to Evan Nepean, Esq. dated in Madras Road, the 29th of September, 1801.

SIR,

I have at present nothing very particular to communicate to you, for their Lordships' information, beyond what may be collected from the Disposition-list of his Majesty's squadron under my command,

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herewith enclosed, except the capture of the French national frigate Chiffonne, in Mahé Road, at the Seychelles, on the 19th ult. force as per margin *, by his Majesty's ship La Sybille, Captain Charles Adam, after a short but gallant action, in which a well-constructed battery of the frigate's forecastle guns, furnished with a furnace for heating red-hot shot, co-operated in her defence. This circumstance, added to the advantage the French frigate derived from her position, being at anchor, while his Majesty's ship had to steer for her opponent, at the greatest hazard, through a winding and intricate channel, formed by various dangerous shoals, with no other guide than as the water was seen to discolour on them by a man at the mast head, placed there for that purpose, may be fairly estimated to overbalance the trifling difference in the calibre of the metal of the enemy's ship, and justly entitle Captain Adam, his Officers, and crew, to the distinguished honour of having taken a ship of equal force.

The Chiffonne was commanded by a Monsieur Guieysse, sailed from Nantes 14th of April last, is a fine new ship, had never been at sea before, completely armed and equipped; her errand to the Seychelles was to land thirty-two persons who had been suspected of being concerned in an attempt on the life of the First Consul of the French Republic. As his Majesty's ship Suffolk will proceed shortly with convoy to Spithead, I shall defer to that opportunity the forwarding a copy of Captain Adam's letter on the occasion, with other particulars; but it may be proper to acquaint you that, on the 15th of May, near the coast of Brazil, the Chiffonne took a Portuguese schooner; and three days after a frigate of that nation, named L'Hirondelle, armed *en flute*, with twenty four carronades, twenty four pounders, after a short action, but after throwing her guns overboard, and taking out her stores, suffered her to go about her business, the Captain and Officers giving their parole for themselves and crew. On the 16th of June, off the Cape, she captured the English ship Bellona, laden with a very valuable cargo, from Calcutta bound to England, who got safe into the Mauritius.

I have only to add, that I have given orders for the purchase of the Chiffonne for his Majesty's service, and shall place her on the establishment of a thirty-six gun frigate, agreeably to her dimensions, and that of her masts and yards. I have the honour to be, &c.

PETER RAINIER.

Killed and wounded on board La Sybille.

Two seamen, killed; one Midshipman, wounded.

Killed and wounded on board La Chiffonne.

Twenty-three seamen, killed; thirty seamen, wounded.

ADMIRALTY-OFFICE, FEB. 23.

Copy of a letter from Vice Admiral Sir Roger Curtis, Bart. Commander in Chief of his Majesty's ships and vessels at the Cape of Good Hope, to Evan Nepean, Esq. dated at the Cape, December 20, 1801.

SIR,

The private ship of war the Chance, belonging to Mr. Hogan, of this place, and commanded by Mr. William White, having been on a

* Main-deck —Twenty-eight twelve-pounders.
Quarter deck. —Six eight-pounders; four thirty-six-pound carronades.
Forecastle.—Four eight-pounders; with 250 men.

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cruise on the coast of Peru, returned on the 11th instant. The Commander of the Chance addressed a letter to me containing an account of his proceedings during his cruise. He appears to have uniformly acted with great propriety; but his conduct, and that of his Officers and men, was, on two occasions, so highly creditable to them that I send his account of these occurrences for their Lordships' information.
I am, &c. ROGER CURTIS.

Extract of a letter from Mr. William White, Commander of the Chance private ship of war, fitted out at the Cape of Good Hope, to Vice-Admiral Sir Roger Curtis, Bart.

At four P. M. on the 19th of August, the island St. Laurence bearing N. E. two leagues, saw a large ship bearing down towards us; at nine brought her to close action, and engaged her within half pistol-shot for an hour and a half, but finding her metal much heavier than ours, and full of men, boarded her on the starboard quarter, lashing the Chance's bowsprit to her mizen mast, and after a desperate resistance of three quarters of an hour, beat them off the upper-deck, but they still defended from the cabin and lower deck with long pikes in a most gallant manner, till they had twenty-five men killed, and twenty eight wounded, of whom the Captain was one; getting final possession, she was so close to the island that with much difficulty we got her off shore, all her braces and rigging being cut to pieces by our grape-shot. She proved to be the new Spanish ship Amiable Maria, of about six hundred tons, mounting fourteen guns, eighteen, twelve, and nine-pounders, brass, and carrying one hundred and twenty men, from Conception bound to Lima, laden with corn, wine, bale goods, &c. On this occasion I am much concerned to state Mr. Bennett, a very valuable and brave Officer, was so dangerously wounded that he died three days after the action; the second and fourth Mates, Marine Officer, and two seamen badly wounded by pikes, but since recovered. On the 20th, both ships being much disabled, and having more prisoners than crew, I stood close in and sent eighty-six on shore in the large ship's launch to Lima; we afterwards learned that seventeen of the wounded had died.

At four A. M. on the 24th of September, standing in to cut out from the roads of Puna, in Guiaquill Bay, a ship that I had information of, mounting twenty-two guns, fell in with a large Spanish brig with a broad pendant at main-top-mast-head; at five she commenced her fire on us, but she being at a distance to windward, and desirous to bring her to close action, we received three broadsides before a shot was returned; at half-past five, being yard-arm and yard arm, commenced our fire with great effect, and after a very severe action of two hours and three quarters, during the latter part she made every effort to get away, I had the honour to see the Spanish flag struck to the Chance; she proved to be the Spanish man of war brig Limeno, mounting eighteen long six-pound guns, commanded by Commodore Don Philip de Martinez, the senior Officer of the Spanish Marine on that coast, and manned with one hundred and forty men, sent from Guiaquill, for the express purpose of taking the Chance, and then to proceed to the northward to take three English whalers laying in one of their ports; she had fourteen men killed and seven wounded; the Captain mortally wounded, who died two days after the action; the Chance had two men killed and one wounded, and had only fifty men at the commencement of the action, mounting sixteen guns, twelve and six-pounders.

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Naval Courts Martial.

SIR EDWARD HAMILTON.

THE Court-Martial which dismissed the gallant Sir EDWARD HAMILTON from the service, was grounded on the report of a previous Court of Enquiry, hereunto subjoined. It is somewhat extraordinary, that Vice-Admiral Sir ANDREW MITCHELL, the President, and Rear-Admiral COLLINGWOOD, two of the Officers who signed the report, should sit as members of the Court Martial. It appears that Sir EDWARD HAMILTON's objections to their incompetency to sit as judges at his trial were over-ruled! A question therefore arises, whether this Court-Martial was legally constituted?

It is laid down on unquestionable authority, by our writers on Military Law and Naval Courts Martial (namely, by *Adye and Tyler on Military Law*, and by *M'Arthur on Naval Courts Martial*), that the members composing a Court of Enquiry are incapacitated to sit as judges of the Court-Martial, upon a similar principle as laid down by Blackstone, that the members of the grand jury are not competent to be empannelled into the subsequent petty jury on the same cause. So jealous is the law of the perfect impartiality of jurors, that it is allowed to be a good challenge, that the juror has been heard to give his opinion beforehand that the party is guilty. On a similar ground of challenge against the member of a Court-Martial, it ought on every sound principle surely, to be sustained. It is no good answer to say, as Mr. Williamson, in Elements of Military Arrangement, observes, "that the members of a Court of Enquiry do not in reality decide upon the guilt or innocence of any party, but report only that there is matter for a judicial enquiry, and thus they cannot be said to prejudge the cause." It is a sufficient objection to their admissibility as jurors, that they do not come to try the issue with a free and unprejudiced mind, but on the contrary, must involuntarily feel themselves under the bias of supporting a preconceived opinion.

Courts of Enquiry in the Navy, as well as in the Army, are only recognized by usage, and are not, strictly speaking, founded on law. The members of a Court of Enquiry are not sworn as those of a Court-Martial, nor do the witnesses examined give their evidence upon oath, neither can any person be legally obliged to furnish information, or give his testimony before a Court of Enquiry; hence, even should the Officers on a previous enquiry not sit as members of the Court-Martial, there may be an impropriety in reading and putting upon record, the opinion of a Court of Enquiry, as tending to prejudge and make unfavourable impressions on the minds of the members of such Court-Martial.

Report of the Court of Enquiry on Sir EDWARD HAMILTON.

(*A true Copy.*)

SIR, *His Majesty's ship Trent, at Spithead, Jan.* 17, 1802.

IN pursuance of your order of yesterday's date, we have been on board his Majesty's ship Trent, and have made a very minute and particular enquiry into the circumstances represented in the letter from Mr. WILLIAM BORDMAN, Gunner of his Majesty's ship *Trent*, to EVAN NEPEAN, Esq. Secretary of the Admiralty, bearing date the 11th of January, 1802.

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And we find Sir Edward Hamilton, Captain, had given very particular directions to the First Lieutenant, on his going out of the ship on duty, Saturday the 9th instant, at nine o'clock A. M. that the guns and carriages should be run in, washed, and cleaned; and, on returning on board, he found the guns and carriages on the quarter-deck not cleaned to his expectation; on which he reprimanded the gunner, and ordered him to be tied up in the main rigging, with four men of his crew, where he remained about an hour; and on his application, the Surgeon (who was then walking upon the quarter-deck) went to the Captain, and the gunner was then taken down from the rigging.—The Surgeon reports, on the gunner's being taken down, he fell into the arms of the man who cast him off. He appeared to be agitated with considerable tremor *from cold*; he also appeared to be faint, which the Surgeon thought at the time to be feigned.

We have the honour to be, Sir,
Your most obedient humble servants,
(Signed) A. MITCHELL,
CH. M. POLE,
CUTHBERT COLLINGWOOD.

To Mark Milbanke, Esq. Admiral of the White, Commander in Chief, &c.

PORTSMOUTH, JAN. 22.

A COURT-Martial assembled on board the *Gladiator* to try Captain Sir E. HAMILTON, Commander of his Majesty's ship *Trent*, for seizing Mr. WILLIAM BOWMAN, gunner, up in the main rigging on the 11th inst. The Members of the Court were—

Vice-Admiral Sir ANDREW MITCHELL, K. B. President.	
Rear-Admiral HOLLOWAY,	Rear Admiral COLLINGWOOD,
Capt. BERTIE,	Capt. WELLS,
—— OSBORNE,	—— JONES,
—— LOUIS,	—— Sir E. NAGLE,
—— Hon. DE COURCY,	—— BULLER,
—— INCLEDON,	—— J. S. YORKE.

M. GREETHAM, Esq. Judge-Advocate.

The First Lieutenant stated in his evidence to the Court, that Sir Edward, on going out of the ship, between nine and ten in the forenoon, gave very particular orders to have the guns and carronades on the quarter-deck cleaned, which orders he delivered to the gunner; that Sir Edward returned about eleven, swore his orders had not been complied with, d——d the Gunner for an old rascal, and instantly ordered him and his whole crew to be seized up in the shrouds. He further stated that the guns, carriages, &c. appeared to him to have been remarkably well cleaned. A rope yarn, or part of a swab, lay on the muzzle of one carronade; the carriage of another was marked by the feet of the top-men ascending the shrouds in order to ascend, which he explained to Sir Edward, but to no purpose. These facts were corroborated by the Officers and Quarter-Masters of the watch. It appeared that the Gunner, an elderly man with a family, remained seized up about an hour and a half, and he requested the Surgeon, who was walking the quarter-deck, to represent to Sir Edward, that if he was not taken down he should faint! that in consequence of the Surgeon's representation he was taken down and brought aft, where he actually fainted; that he requested Sir Edward repeatedly, if culpable, to try him by a Court Martial, and, in pity to his age and infirmities, not to seize him up. This circumstance happened during the cold frosty wea-

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ther. The Gunner's crew remained seized up until half past three in the afternoon.

Sir Edward, in his defence, said, that motives of humanity had often restrained him from bringing the Gunner to a Court Martial for repeated intoxication, as he had a family, and was an old man. He then stated that he had been in his Majesty's service ever since he was seven years of age *, during which time, he had been concerned in many engagements with fleets, single ships, and several times on shore.—He trusted, therefore, that as his whole life had been devoted to the service of his King and Country, the Hon. Members of the Court would be satisfied, that in his conduct on the 11th of January, he had not the least intention to hurt the Gunner; but that the punishment was given in the heat of violent passion, in consequence of the Gunner having disobeyed his orders. Sir Edward then called in his favour several witnesses, who being all heard, the Court was cleared for the Members to consider the sentence, and about an hour after it was re opened, when the Judge-Advocate read the following sentence:—

"That the Court had maturely and considerately weighed the whole of the evidence, as well as Sir Edward's defence, and were of opinion, the Charge had been proved, and therefore, sentenced him to be dismissed his Majesty's service."

Jan. 4. A Court Martial was held on board the *Gladiator*, in this harbour, on THOMAS DROKIN, a marine, belonging to his Majesty's ship *Acasta*, for throwing a glass bottle at his Corporal, using mutinous expressions, and behaving in other respects disorderly.—The charges being fully established, he was sentenced to be *hung*; and he has been accordingly executed on board of the *Acasta*, at Spithead.

Feb. 3. A Court Martial was held on board the same ship to try JAMES POLLARD, a marine, belonging to his Majesty's ship *Aurora*, for desertion.

Vice-Admiral Sir ANDREW MITCHELL, President.

The charge being proved, he was sentenced to receive 200 lashes.

13. A Court Martial was held on board the same ship to try WILLIAM MILLER, *alias* BOWER, for murdering the Officers of his Majesty's ship *Hermione*, or being aiding and assisting therein, and for having aided and assisted in carrying the said ship to La Guira, and delivering her up to the enemy.

Vice-Admiral Sir ANDREW MITCHELL, President.

The Court agreed that the latter charge had been fully proved against the Prisoner, and did adjudge him to be *hanged*. He has been since executed.

PLYMOUTH, FEB. 7.

A Court-Martial was held on board the *Cambridge*, 84 guns, Admiral Sir T. PASLEY, Bart. Capt. LANE, in Hamoaze, on Lieut. HICKS, of that ship, for repeatedly sleeping out of the *Cambridge* without leave, contrary to orders.

Rear-Admiral THORNBOROUGH, President.
J. LIDDEL, Esq. Judge-Advocate.

After the Court's hearing the evidence against the Prisoner, and his defence, they adjudged him to be dismissed his Majesty's service. He has a wife and family.

SHEERNESS, DEC. 29.

A Court Martial was held on board his Majesty's frigate *Isis*, lying in this harbour, on Mr. J. EWING, Purser of the *Alonzo* sloop, for having

* For Sir Edward's Biographical Memoir and Portrait, see Vol. V. page 1, *et seq.*

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disobeyed the orders of Lieut. HAWKINS, of that sloop, and for calling him a scandalous scoundrel; when the charges being proved in part, he was adjudged to be dismissed the said sloop.

Another Court Martial was also held on Lieut. R. N. DYER, of the *Alonzo* sloop above-mentioned, for having broke open the chest of the Purser (Mr. EWING), and taking thereout some wearing apparel belonging to him; when the charges (which were exhibited by the Purser), being found malicious, vexatious, and ill-founded, he was honourably acquitted by the Court.

Feb. 1. A Court Martial was held on board the *Magicienne* frigate, lying in the harbour, Rear-Admiral ROWLEY, President, to try JAMES AYTON, a Seaman belonging to the *Zealand* guard-ship at the Nore, on a charge of absenting himself from the said ship without leave. After a short deliberation the charges against him being fully proved, he was sentenced to receive 150 lashes, and to be imprisoned in the Marshalsea for six calendar months.

The Court then commenced to try Acting Lieut. PASLEY, late belonging to the *Beaulieu* frigate, for scandalous expressions and charges against Capt. POYNTZ, of the said ship, and absenting himself without leave while sent on duty at Plymouth Dock. After mature deliberation, the Court found that part of the charges had been fully proved against him, and sentenced him to be dismissed his Majesty's service, and rendered incapable to serve again as an Officer in the Navy.

Feb. 3. A Court-Martial was held on board the *Magicienne* frigate, to try JOHN COOK, *alias* HARRIS, a Jew, for desertion from his Majesty's cutter the *Dolphin*. After a short deliberation, the charge being fully proved, he was sentenced to receive 150 lashes.

YARMOUTH, JAN. 25.

In consequence of an anonymous letter having been lately sent to the Admiralty, accusing Captain DUNBAR, of the *Driver*, of embezzlement of stores, and other mal-practices, upon the arrival of that sloop at Yarmouth on the 20th inst. a Court of Enquiry immediately took place, consisting of Rear Admiral Sir THOMAS GRAVES, K. B. second in command; Captain FANCOURT and Captain COBB (the senior Captains in the North Sea Fleet), when, on the most minute investigation, the whole of the Officers and ship's company gave the most honourable testimony of Captain DUNBAR's officer-like conduct on all occasions; and shewed every mark of detestation of so vile an attempt to sully his reputation, which sentiments were again conveyed to himself soon after, in a letter signed by every individual in the ship, setting forth, that it was a duty they owed to themselves, as well as him, to have acted in that manner; and requesting it might be delivered to the Commander in Chief, and by him transmitted to the Lords Commissioners of the Admiralty.

At Chatham, a Court of Enquiry has been held on board his Majesty's gun brig *Mallard*,

Rear-Admiral ROWLEY, President,

on Lieutenant JOHN READ, Commander of the said gun brig, charged by the Surgeon of her with having refused to give proper necessaries for the use of the sick on board. The charge being in no part proved, but malicious and ill-founded, the Court, in consequence, after a long examination of several of the crew, honourably acquitted Lieutenant READ.

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MONTHLY REGISTER
OF
Naval Events.

GENERAL OBSERVATIONS FOR FEBRUARY.

THE hopes which were last month indulged, that Peace would have been ere this led triumphantly into port, have been unhappily disappointed, and the agreeable prospect now appears more distant. Among other causes of delay, the French Government are said to require an equal participation in the advantages of that important branch of commerce, the Newfoundland fishery. By this unexpected requisition, it would seem that the rivals of Great Britain have not forgotten how much of her consequence this country owes to her Naval Power, which derives no small portion of its strength from the constant supplies of seamen that our Newfoundland Fishery affords; one of the conditions on which a vessel is allowed to engage in that lucrative trade being, that of taking on board three men who have never been at sea for one regular seaman: thus training every year many thousands for the future service of the country. Under these considerations, it is not to be supposed that our Government will quietly acquiesce in the Consular demand, nor can we think that France will long persist in so extraordinary a claim, should it be true that she has made it. To the prudence, wisdom, and vigour of his Majesty's Councils, we look for ultimate and complete success in the present negociations, and confidently hope, that Europe, like the ocean, which settles into a calm the longer and the more perfect in proportion as the tempest has been terrible, will eventually enjoy a long repose under the balmy shade of Peace. Should, however, the conduct of our enemy, contrary to all expectation, once more render an appeal to the sword unavoidable, though such an event must be greatly deplored, we have the satisfaction to know, that our fleets are ready prepared in every quarter. Admiral Campbell has sailed to reinforce our squadron in the West Indies, where part of the French fleet which lately sailed from Brest has arrived; in the event, therefore, of a rupture of the negotiation, our gallant tars will have the pleasure to find their opponents come-at-able; a satisfaction which they certainly would not have otherwise experienced: and, that there is no reason to doubt the issue of such a rencounter, the brilliant and daring achievement in the East Indies of LA SYBILLE, commanded by the gallant Captain ADAM, affords us a fresh and gratifying instance.

The following interesting detail of the particulars of the capture of the French frigate *La Chiffonne* *, by the gallant Captain CHARLES ADAM, is extracted from the log-book of his Majesty's ship *La Sybille*, published in the Madras Gazette of the 8th of October last:

"Yesterday morning anchored in the Roads his Majesty's ship La Sybille, Captain Charles Adam, accompanied by her prize, the republican frigate La Chiffonne.

EXTRACT FROM THE SYBILLE'S LOG-BOOK.

Remarks, Wednesday, Aug. 19, 1801.

"At half past eight, on observing signals flying on St. Ann's Island, hoisted French colours; at nine, having rounded the island, discovered

* For Gazette Account, see page 162.

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a frigate with her foremast out, and several small vessels close in shore; backed the main topsail, cleared for action, and got springs on the anchors; then filled and set the fore-sail; at ten the frigate fired a shot and hoisted French colours; at fifteen minutes past ten, having passed through many dangerous shoals which lay in the harbour, anchored within a cable's length of her, not being able to get closer on account of a shoal which lay on her larboard-bow: the frigate hailed to desire a boat might be sent on board her; answered, we should send one immediately; let go the best bow under foot, brought the broadside to bear, and at twenty-five minutes past ten hoisted English colours and commenced firing, which was instantly returned by the frigate, and almost immediately by a raking battery from the shore; at forty-two minutes past ten the frigate struck, cut her cable, and drifted on a reef; sent Lieutenant Mauger to take possession of her, the battery still firing; veered away to bring the broadside to bear on it; sent Lieutenant Corbyn on shore, on which the colours were also struck, and the people made their escape; as soon as the frigate struck, many of her crew got on shore in the boats.

"She proves to be La Chiffonne, having fourteen ports on a side, on the main-deck, but mounting only twenty-six twelve-pounders on that deck; six six-pounders, and four howitzers, on the quarter-deck and forecastle; she had, however, fourteen twelve pounders mounted on the side she engaged us; the battery proves to be mounted with four of the frigate's twelve-pounders, from her starboard side, having a furnace for heating shot, some of which were fired during the action. La Chiffonne, commanded by Captain Guieysse, had about twenty-three killed, and upwards of thirty wounded; whereas the loss on our side was only Benjamin Johnson and John Jones (seamen) killed, and a Midshipman slightly wounded; the running rigging a little cut, and the main-topsail yard shot through in both yard arms.

"Took possession of a schooner and a grab-ketch, under French colours; the schooner being sunk by one of our thirty two pounders, the grab by her own crew. Sent hawsers on board the frigate, and laid them to heave her off: received prisoners from the Chiffonne, and sent a party of hands on board her: found riding here, besides the prizes, some small vessels under Seychelle colours, viz. a blue flag, with the words Seychelle Capitulation, marked in the middle with white letters; found the frigate's foremast on shore, wanting a fish, cheeks, and a few hoops. The battery is excessively well constructed with fascines, and a good platform of plank, and would have done us much mischief, had the action continued longer, as they had just begun to depress their guns. The number of prisoners that escaped was upwards of one hundred.

"La Chiffonne, on her passage from Nantes to India, made a prize of one Portuguese frigate, on the coast of Brazil. On the 16th of June, off the Cape of Good Hope, she captured the Bellona, country ship, belonging to Bengal, bound to London. She sailed from Nantz the 12th day of April 1801. La Chiffonne is a new frigate, about nine months old, and never at sea before; pierced for 42 guns, and manned with 296 men.

"On the 21st of August, the Spitfire, King's schooner, Lieutenant Campbell, Commander, from Bombay, bound to the Red Sea, with dispatches, was totally lost on the Sherhome Dubopham, one of the African Islands, unknown to the English, and lately discovered by the inhabitants of the Seychelle Islands; the crew and most part of her stores were saved. On the 2d of September, Lieutenant Campbell arrived in a small boat; he had been six days from the island on which the

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schooner was lost; delivered over to Lieutenant Campbell the Sophy schooner, to take in his crew and stores, and to proceed on his voyage to the Red Sea; on the 3d, in the morning, Lieutenant Campbell sailed, and at three in the afternoon, the same day, La Sybille and La Chiffonne sailed."

Captain Adam, though only in the twenty third year of his age, has been a considerable time employed under Admiral Blankett, in the important expedition in the Red Sea. For his active services on this arduous duty, he was made Post about two years ago, and deservedly thought a fit successor to the gallant Captain Cooke, who received his death wound on board La Sybille, in an engagement in the East Indies with La Forte.

GREENWICH HOSPITAL AND CHATHAM CHEST.

A GENTLEMAN, who signs himself a *Friend to the Navy*, has lately ordered 10,000l. to be given to Greenwich Hospital, and a like sum to the Chest at Chatham. The liberal donor is at present unknown; but the money was in the Three per Cent. Consolidated Fund, and has been already paid, through a confidential person, with the most scrupulous secrecy.

The above generous action was thus noticed in the London Gazette of the 9th February.

"A Gentleman, who will not permit his name to be known, having by a confidential friend sent to Lord Hood, Governor of Greenwich Hospital, the amount of the sale of Ten Thousand Pounds in the Three per Cent. Consols. for the use and benefit of the said Hospital;

"The Governors and Directors take this method of returning their most grateful thanks for the very generous gift.

"This truly benevolent Gentleman has also given the like sum to the Chest at Chatham."

COMPLIMENTS TO NAVAL OFFICERS.

IT is with much satisfaction we insert the following handsome testimonies of approbation and gratitude for Naval and Military Services rendered to the inhabitants of Madeira, by Captain THOMAS WOLLEY, of his Majesty's ship the *Arethusa*, and Captain JAMES BOWEN, of his Majesty's ship the *Argo*.

"At a General Meeting of the British Consul, and Factory, held at the Consul's House on the 23d of January 1802,

"RESOLVED UNANIMOUSLY,

"That the Thanks of this Factory be given to Thomas Wolley, Esq. Captain of his Majesty's ship Arethusa, for his very meritorious conduct in the discharge of his professional duties during his command on this station; and for the exemplary discipline and regularity preserved on board the different vessels of his squadron. The Factory with pleasure avail themselves of this opportunity to acknowledge the many obligations which the Commerce of Madeira owes to Captain Wolley, who, very fortunately for the Island, has, in the course of the war, had occasion frequently to visit this station; and he has uniformly shewn every attention to the British inhabitants, and given every protection to British property which it was in his power to afford.

"The Consul and Factory, as a token of their gratitude for the services which he has rendered them, and as a mark of their respect for

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his professional character, request Captain Wolley's acceptance of a Sword. And it is with singular satisfaction that while, as a public body, they offer this tribute to his professional conduct, each individual member of this Factory feels a private gratification in an opportunity of testifying his personal attachment to the character of Captain Wolley.

"RESOLVED,

"That the Consul and Directors be a Committee to carry the preceding resolve into execution, and to have an authentic copy transmitted in the most respectful manner to Captain Wolley.

"RESOLVED,

"That the Sword shall be of such a value and workmanship as shall be worthy of the public body which presents, and of the respectable character who is to receive it."

Captain Wolley's Answer.

"SIR, "*Madeira, January* 25, 1802.

"I YESTERDAY received your letter, transmitting me the resolves of the Gentlemen of the Factory concerning me, and have to return you my sincere thanks for your handsome and obliging manner of conveying them; that I have been thought worthy of so marked a proof of their approbation of my conduct is most highly gratifying to me in my public capacity; but I will not attempt to express my private feelings for the numberless acts of kindness I have experienced from each of them, whenever my duty has fortunately called me to Madeira. I shall only request you to assure them, that whenever their very handsome present is worn, a sentiment beyond common gratitude and esteem will be felt by their ever obliged faithful servant,

"T. WOLLEY."

Similar Resolutions were also passed, and a Sword presented to Captain JAMES BOWEN, of his Majesty's ship *Argo*.

We have great pleasure in laying before the Public another instance of merit in a gallant Sea Officer:

"DEAR SIR, "*Burr street, February* 1, 1802.

"I have great satisfaction in conveying to you a sword, purchased by desire of Mr. James Walker, of the Julius Cæsar, and Mr. Robert Major, of the Harbinger, transport ships, they being deputed by the Masters of transports under your orders, on the expedition to Egypt, to present you with that token of their gratitude and esteem. It gives me particular pleasure, that the execution of their orders has fallen to my lot, and I hope you will not be displeased with my choice. I wish you many years of health to use it in the service of your country, and have the honour to remain, dear Sir, your most obedient and humble servant,

"*W. Young, Esq. Royal Navy.* "G. WALKER."

"DEAR SIR, "*Camberwell, February* 2, 1802.

"I accept with much pleasure the sword conveyed by you from the Masters of transports, lately employed under my directions in the Mediterranean, and I request you will be pleased to signify to them the great satisfaction I feel in this flattering mark of their esteem, and am happy in this opportunity of acknowledging my obligations to them for their zealous attention to my orders, on every occasion, to promote the good of his Majesty's service. I beg leave to thank you for your kind wishes and polite attention, and remain, with much respect, dear Sir, your most obedient humble servant,

"*Mr. G. Walker.* "W. YOUNG."

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HOUSE OF COMMONS, *Feb.* 2.—The Speaker said, he had to acquaint the House, that having, pursuant to its order, transmitted its Vote of Thanks to Sir JAMES SAUMAREZ, for services performed by him and the fleet under his command; he had since received a letter in answer, which he should read with the permission of the House. He then proceeded to read the letter, which was in substance as follows:

"SIR, "*On board the Cæsar, Gibraltar Bay, Jan.* 6.

"I have received the letter which you did me the honour to address to me, transmitting the Vote of Thanks of the House of Commons to me, and the Officers and Seamen of his Majesty's fleet under my command, for the successful attack made upon the combined fleets of France and Spain, in the Streights of Gibraltar, upon the 12th and 13th of July last. It was my peculiar fortune to have received similar thanks no less than four times, for several actions in which I was at different times engaged since I became Commander of a line of battle ship. Those, however, which I have now received, are peculiarly gratifying to my feelings, as addressed to me in the higher station of Commander of a squadron. I want words to convey in adequate terms the sentiments of gratitude with which I am impressed by this high mark of approbation. I shall take the earliest opportunity to signify the same to the Captains, &c. and am, &c. "JAMES SAUMAREZ."

An elegant sabre and belt was lately presented to Lieutenant Gerrard, of the Marines, late of his Majesty's ship Fisgard, as a testimony of his gallant and meritorious conduct for three years, during which time he served on board that ship: the inscription which it bears runs thus—"This sabre and belt are presented to First Lieutenant Gerrard, of the Marines, by those who served with him on board his Majesty's ship *Fisgard*, in memory of the action with *L'Immortalité*, the 20th October, 1798; the Boarding Expeditions at the Saints, Penmarks, Quimper, Noirmoutier, St. Matthew, St. Andero, and Corunna; on which he served as a Volunteer, and bore so distinguished a part."—It is to be hoped the Country will amply reward an Officer, who has *seven times voluntarily* subjected himself to slaughter and death in her service.

A Monument is erecting in the south transcept of St. Paul's Cathedral, to the memory of Captain BURGESS, who was killed in the engagement with the Dutch fleet. We understand it will shortly be enriched with the Monuments of Earl HOWE, General ABERCROMBY, and Captains MOSSE and RIOU; and that stations are already allotted for that purpose.

LOSS OF L'UTILE SLOOP.

We are exceedingly concerned to state, that the apprehensions entertained for the safety of his Majesty's sloop *L'Utile*, of 18 guns, Captain EDWARD JEKYLL CANES, seem but too well founded. She sailed from Gibraltar on the fifth of November, for Minorca, with 27,000l. for the payment of that garrison, but at which place she has not arrived, nor has any intelligence been obtained respecting her. It is supposed she upset soon after quitting Gibraltar. Captain CANES was a native of Portsmouth, and an Officer of high professional merit. He was actively employed during the present war, and selected by the Admiralty to accompany Sir SIDNEY SMITH, when that distinguished Officer sailed from England on his Embassy to the Sublime Porte. In the memorable Expedition to the Coast of Syria, which soon followed, while Sir SIDNEY SMITH was on shore, giving, by his vigorous exertions and intrepid gallantry, an impulse to the defence of Acre, which terminated that singular siege so gloriously to the British name, and in the total discomfiture and only defeat ever experienced by

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BONAPARTE in his military career, Capt. CANES, in *Le Tigre*, was affording such effectual aid, by his well chosen and skilful disposition of the naval force, his prompt observance of the signals from the town, and his incessant attention to all that related to that valorous defence, as to obtain him the following highly honourable notice in Sir SIDNEY SMITH's official dispatches:—That discriminating Officer says, "This letter will be delivered to your Lordship by Lieutenant CANES, First of the *Tigre*, whom I have judged worthy to command the *Theseus*, as Captain." On leaving the command of the *Theseus*, Captain CANES, in the *Cameleon* brig, completed a survey of the Bay of Marmorice, which obtained him the thanks of the Commander in Chief for his accurate and faithful performance of that service—a service proving importantly beneficial in the late Expedition to Egypt. He afterwards commanded, *pro tempore*, the *Tigre*, during the time Sir SIDNEY SMITH was at the camp of the Grand Vizier, promoting the negotiation, which ended in the well known Treaty of El Arisch. And in that part of the Treaty which was carried into effect, Captain CANES acted as the Naval Superintendant on the part of Great Britain. On the 20th of October he sailed, in *L'Utile*, from Portsmouth, with the important information of the Preliminaries of Peace being concluded. His unfortunate fate seems but too certain. He has left an amiable wife and three children to deplore their melancholy loss.

PLYMOUTH REPORT,

FROM JANUARY 8, TO FEBRUARY 22.

Jan. 9. Wind N. N. E. Much Snow. The night signals along the coasts of Devon and Cornwall are to be discontinued for the present. Came in from Torbay to be paid six months wages, the Royal George and San Josef, of 110 guns each. This day the Diamond, of 32 guns, Capt. Griffiths, was paid wages and prize-money. Orders came down this day for the Beaulieu, of 44 guns, Captain Poyntz, to proceed round to the Downs, there to wait for further orders.

10. Wind E. N. E. Fair. Went up the harbour to be paid off, the Pompée, of 84 guns, Captain Vashon. She has been in constant service ever since 1794. She was brought from Toulon.

11. Wind N. E. Snow. This day the ship's company of the Royal George, of 110 guns, Captain Domett, were paid six months wages.

12. Wind N. E. Snow. Sailed to the eastward the Renard, of 24 guns, Captain Spicer. Letters from Cork, dated the 5th instant, state the safe arrival there of the Galatea, of 36 guns, Captain Byng, from this port. The mother of Lieutenant Hobbs, of the Royal Navy, who so gallantly distinguished himself in Egypt, and died from fatigue, has received through our Government, by order of the Grand Seignor, 5700 piastres; equal to 500l. sterling.

13. Wind N. E. Cold. No arrivals or departures.

14. Wind N. E. Frosty and fair. Yesterday a trawl boat picked up at sea whilst fishing, a raft with 200 ankers of brandy; as she was going up Catwater, it being calm, and the Excise boat going down the roadstead, the people of both the trawl boat and the Excise boat were shooting gulls. A dispute arising who shot a gull which fell, the Excise boat rowed alongside to claim it, but when the Excise Officer got on board he perceived instead of a gull 200 ankers of brandy, and conducted the trawl boat to the Custom-House with her cargo.

15. Wind N. N. E. Frosty and fair. Came in the Royal Sovereign, of 110 guns, Vice-Admiral Sir E. Harvey, Bart. and the Excellent, of 74 guns, Hon. Captain Stopford, from Torbay, to be paid wages and prize-money. Letters

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from Cadiz, dated the 29th ult. state, that Admiral Linois' squadron was ordered to the West Indies to co-operate in the reduction of St. Domingo. It consists of three sail of the line and two frigates.

16. Wind N. Fair and frosty. This day Rear-Admiral Dacres, as Commissioner for paying seamens' wages afloat, paid the Cambridge, flag-ship; Prince Frederick, convalescent ship; and Resolue, slop-ship, six months wages. The weather was so severe in the Sound last Wednesday, that several fowls were frozen to death in their coops. Sailed for the Downs, the Beaulieu, of 44 guns, Captain Poyntz. She takes up an Officer who is to have a Court of Enquiry on his conduct, for being absent without leave.

17. Wind S. W. Mild This day orders came down for the Spitfire, of 24 guns, Captain Keen, to fit and victual for foreign service. The Weazel, of 16 guns, Captain Durban, is also ordered to fit and victual for foreign service. The former for the West Indies, and the latter for the Mediterranean. It is reported they will carry out copies of the Definitive Treaty.

18. Wind W. N. W. Cloudy. Being the anniversary of her Majesty's birth-day, it was observed as usual, with every mark of respect and loyalty. The Royal Standard was hoisted on board the Cambridge, of 84 guns, Admiral Sir T. Pasley, Bart.; and the flag-ship of Rear-Admiral Dacres, in Hamoaze; and on board the three flag-ships in Cawsand Bay. Royal salutes were fired from the citadel and all the batteries, and from the fleet, which were answered by three vollies from the troops and Volunteer corps on their respective parades; in the evening there was a grand ball at Pridham's long-room, Stonehouse, in honour of the day.

19. Wind S. W. Cloudy. Came in from Gibraltar, in eighteen days, La Dedaigneuse, of 36 guns, Captain Shortland, with dispatches from Rear Admiral Sir James Saumarez, Bart. for the Admiralty, which were, with 3000 letters, smoaked, fumigated, and sent forward by express. Came in the Minerva, of and for Charlestown, with goods and passengers. She put in by contrary winds.

20. Wind S. W. Rain. Letters received from the Cæsar, of 84 guns, Rear-Admiral Sir James Saumarez, K. B. dated the 29th ult. state, that the following men of war were victualled and stored for five months, and had sailed for Jamaica, viz. St. George, of 98 guns, Captain Thompson (acting); Vanguard, of 74, Capt. ——; Spencer, of 74, Capt. Darby; Powerful, of 74, Capt. Sir F. Laforey. The Warrior, of 74 guns, Capt. Tyler, was to follow as soon as she watered at Tetuan. The Louisa, of 14 guns, Lieutenant Truscott, was gone to Madeira with dispatches, and the Diana frigate sailed for Malta.

21. Wind S. W. Blows a gale. Last night and this morning it blew an hurricane at S. W. with a great sea in the Sound. Some of the frigates dragged their anchors, but soon brought up with a spare cable and anchor. This day an Admiralty messenger came express with orders for a fast sailing sloop of war to be ready to start with dispatches for the Straits at a moment's warning; in consequence of which the Weazel, of 16 guns, Captain Durban; and the Spitfire, of 24 guns, Captain Keen, went directly into the Sound to wait for orders.

22. Wind N. W. Fair. This day was paid and sailed for Torbay, the Royal Sovereign, of 110 guns, Vice-Admiral Sir E. Harvey, Bart. An Admiralty messenger arrived this morning with dispatches for the Straits, which were put on board the Weazel, of 16 guns, Captain Durban, and she sailed directly with a tolerably fair wind. The orders for the Spitfire, of 24 guns, are not yet come.

23. Wind W. N. W. Fair. Letters from the Captain, of 74 guns, Captain Boyles, dated the 5th of December, 1800, state, her safe arrival there, with four sail of the line and two frigates; the squadron was so healthy as to have scarcely a man upon the sick list. Mr. Whitford, Coroner, took an inquest on the body of a seaman washed ashore under Gannycliffs, in the Sound. Verdict, *Found Dead.*

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24. Wind W. N. W. Cloudy. Came in the Prince of Wales, of 98 guns, Vice-Admiral Sir R. Calder, Bart. from Torbay, to be paid Sailed for Torbay, being paid, the Excellent, of 74 guns, Hon. Captain Stopford. She is to join the following ships, which are to be victualled and stored for six months directly for Channel service, viz. Magnificent, of 74 guns, Captain Giffard; Irresistible, of 74 guns, Captain Bligh; Audacious, of 74 guns, Captain Peard; Courageux, of 74 guns, Captain Sotheby; Robust, of 74 guns, Captain H R. Jervis; Bellerophon, of 74 guns, Captain Loring. The Prince of Wales, previous to her leaving Torbay, discharged all her spare provisions into the Bellerophon, of 74 guns, and Irresistible, of 74 guns.

27. Wind E. S. E. Cloudy. This afternoon sailed on a cruise against the smugglers, the Amelia, of 44 guns, Honourable Captain Herbert; the Fisgard, of 44 guns, Captain Seymour; Blanche, of 36 guns, Captain Hammond; Amethyst, of 36 guns, Captain Glynn (acting); and Urania, of 44 guns, Captain H. Gage. The Triton, of 32 guns, Captain Fitzgerald, will go down in a day or two, from whence she is to sail on a cruise. Came in the Union Tender, from Morlaix, after a passage of three days, where she had landed sick and convalescent prisoners, provisions were then cheap. Orders came down this day for the Prince of Wales, of 98 guns, Vice Admiral Sir R. Calder, Bart. to complete for the ships in Torbay, an extra quantity of provisions; she sails the moment she is paid.

28. Wind S. W. Rain. Sailed the Megæra fireship, against the Smugglers, whose vessels are reported to be well armed and numerous. The Urania, of 44 guns, in turning out of the Sound, had nearly been ashore, but making headway, she sailed and joined the remaining frigates. The Diamond, of 36 guns, Captain Griffith, could not get down the harbour, but came to between Devil's Point and Government House.

29 Wind S. W. Rain. Came in from Torbay, the Edgar, of 74 guns, Captain Otway, and the Magnificent, of 74 guns, to be paid wages, and then return to Torbay. Yesterday the Black Joke Lighter was discovered on fire, amongst the tier of ships in Sutton Pool; she burnt with great fury for some time, but boats putting off, she was soon scuttled, and went down without doing any damage.

30. Wind S. W. Rain. Came in a fine smuggling cutter, called the Flora, Captain Dunn, of Fowey; she was chased within the limits, by the Fisgard, of 44 guns, and was almost on board La Nymphe, of 36 guns, where she struck, and was sent into this port; she had on board a valuable cargo of dry goods, and 944 ankers of brandy, she is not armed; but several large armed smuggling luggers are now loading at Guernsey.

31. Wind S. W Rain. Came in the Phaeton, of 36 guns, Captain Norris, from Malta, last from Gibraltar, with dispatches from Admiral Lord Keith, she was only nine days on her passage, and was put under strict quarantine, and only the Custom House boat allowed alongside; she left Rear-Admiral Sir James Saumarez, K. B. all well on the 19th instant; also, the Peterell sloop of war, with dispatches from the Straits.

Feb. 1. Wind S. W. Rain. Last night it blew an hurricane at S. W. with a great sea in the sound, several of the men of war drove in the night, and fired guns of distress, but the weather moderated at day-break, and they all brought up in safety. When La Nymphe of 36 guns, boarded the Flora smuggler, her bowsprit got entangled with the mizen shrouds, by which accident a Midshipman had his hand so much bruised, as to have it amputated, and a seaman was washed overboard.

3. Wind S. W. Rain. The undermentioned accurate lists of prizes sent into this port, and of detained and recaptured ships, proves the activity of the Plymouth cruisers, and the exertions of the different Port Admirals, and Officers employed under them during the late eventful war. The different Agents and Brokers also deserve great credit, for their promptitude in settling and paying the captors the nett proceeds.

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Number of Vessels examined at Plymouth during the late War.

	Fr.	Sp.	Dh.	En.	Am.	Ds.	Sw.	Ps.&c.	Tot.
From February to Michaelmas, 1793	17	1	0	6	3	2	0	1	30
To Michaelmas 1794	10	0	0	7	1	1	2	1	22
——— 1795	15	1	16	6	45	3	0	1	87
——— 1796	14	0	37	8	5	6	0	0	70
——— 1797	27	4	12	23	7	14	4	4	95
——— 1798	60	2	0	27	16	36	15	20	176
——— 1799	46	6	0	20	6	16	10	11	115
——— 1800	66	9	0	29	13	16	6	18	157
——— 1801	85	19	0	30	13	22	9	18	196
Total	340	42	65	156	109	116	46	74	948

Besides several men of war examined before their arrival at this port.

Last night it blew an hurricane at S. W. but it moderated in the morning, without any damage.

4. Wind W. S. W. Blows Hard. Yesterday the two Commissioners of the Navy, Sir W. Rule, Knt. and B. Tucker, Esq. arrived at the Fountain Dock, for the purpose of inspecting the dock yard, and to adopt several new regulations, respecting the state of the ordinary in Hamoaze, and other public business. Yesterday an artificer in the dock yard, who had been sheathing a new buoy, was discovered with some nails in his possession, when he was immediately discharged. A Custom-house officer on duty on a Riga ship, delivering hemp in the yard, took some thrums for mops, which were found upon him, when he was fined forty shillings, and discharged the custom-house directly.

5. Wind W. S. W. Rain. Letters from the Cæsar, of 84 guns, Rear-Admiral Sir James Saumarez, K. B. state, that Admiral Gantheaume's Squadron had passed the gut of Gibraltar the 20th ult. and that Sir James had dispatched after them, the Bellona, of 74 guns; Warrior, of 74 guns, Captain Tyler; Zealous, of 74 guns, Captain S. Hood, and Defence, of 74 guns, to watch them; they are victualled for five months, though it is supposed they are gone to Cadiz, to join some other ships.

6. Wind W. S. W. Rain. Orders came down this day for the Spitfire, of 24 guns, Captain Keen, the Hunter, of 18 guns, and two gun brigs, to cruise immediately against the smugglers; they are to sail the first fair wind. Came from a cruise, the Fisgard, of 44 guns, Captain Seymour, and the Amethyst, of 36 guns, Captain Glynn, last from Torbay, where they were driven in by the late gales of wind at S. W.

7. Wind W. N. W. Fair. The Elizabeth, trawl-boat, seized about fourteen days since in Catwater, by an excise boat, was this day liberated; the liquor of course was forfeited. Sailed this forenoon on a cruise, in the St. George's Channel, the Spitfire, of 24 guns, Captain Keen; the Hunter, of 18 guns, and two gun brigs.

8. Wind N. N. W. Fair. Came in from Torbay, the Ville de Paris, of 110 guns, to be paid wages, she then returns to Torbay. Honourable Admiral Cornwallis shifted his flag, previous to her sailing, to the Bellerophon, of 84 guns. This day the Ealing schooner, of 14 guns, Lieutenant Archbald, received orders to be in readiness to carry dispatches to Admiral Lord Gardner at Cork. The Commissioners of the Navy, during their stay here, have been very minute in their investigation into the different departments of the dock yard. Remain in Cawsand Bay the Ville de Paris, of 110 guns; Mars, of 74 guns; and Impetueux, of 84 guns; also in the Sound, the Cambrian, of 44 guns; the Fisgard, of 44 guns; La Dedaigneuse, of 36 guns; and Amethyst, of 36 guns.

9. Wind W. N. W. Fair. Sailed the Fisgard, of 44 guns, Captain Seymour, and the Amethyst, of 36 guns, Captain Glynn, on a cruise against the

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smugglers. Letters from Dartmouth state the safe arrival there of the Danish ship Friends, of Copenhagen, from Madeira to the latter place, with wines; she experienced the fury of the late gales of wind, on the 6th instant off the Lizard, when she bore up for Dartmouth.

10. Wind W. N. W. Fair. Orders came down this day for paying off La Pompee, of 84 guns, Captain Vashon, and the Magnanime, of 44 guns, Captain Taylor; their crews are to be sent on board the Cambridge, of 84 guns, Rear Admiral Sir T. Pasley, as supernumeraries, till further orders. Letters from Gibraltar, state, the arrival of T. Mardon, Esq. Naval Storekeeper, at Port Mahon, in his way to the island of Minorca, to deliver up the stores in his department to the Spanish storekeeper on his arrival from Carthagena. Commissioner Sir William Rule, and B. Tucker, Esq. of the Navy Board, set off for London from the dock yard.

11. Wind N. N. W. Cold and Frosty. Letters from the Suffisante, of 14 guns, Captain Nesham, dated off the coast of France, state, that in the late gales of wind, she shipped several heavy seas, and had nearly been swamped, one seaman was washed overboard, and Captain Nesham was tripped up, but received no hurt; the hatches were obliged to be battened down for 48 hours, and the officers and crew were all that period on the main and quarter-deck. Passed by to the westward Vice Admiral Campbell, with seven sail of the line, a frigate, and sloop of war, all well, from Saint Helens to the West Indies, last from Torbay; also the fleet for the East Indies and Botany Bay; they cleared the Ram Head at sun-set.

13. Wind N. N. E. Great fall of Snow. Sailed the Oiseau, 44 guns, and Amelia, 44, on a cruise. Came into the Sound, the Nymphe, of 36 guns, Captain S. Douglas, from Cawsand Bay. The Ville de Paris, of 110 guns, was this day paid wages for six months, by Commissioner Dacres, and sailed directly for Torbay. Yesterday a victualling hoy, in going round to Torbay with provisions, sprung a butt end, and foundered off the Bolt tail; the master and crew were fortunately picked up by one of the coasting traders, belonging to this port. The Pompee, of 84 guns, and the Magnanime, of 44 guns, were this day paid off in Hamoaze, and the crews turned over to the Cambridge.

14. Wind E. N. E. Fair and frosty. Came in the Suffisante, of 14 guns, Captain Nesham, from the coast of France. The Princess Royal tender went into the Sound, and from thence alongside the Victualling Office, to discharge her cargo, after which she proceeds to Cork for orders. Yesterday a marine cut his throat so dreadfully as to expire in the Royal Hospital in great agonies. He became desperate at being refused his discharge. Mr. Whitford, Coroner for Devon, took an inquest on the body, and the jury found a verdict of *Lunacy*.

15. Wind variable, from E. N. E. to W. N. W with snow and sleet. Last night and this day there was a great fall of snow, but the weather is now more mild. The ships which are paid in Cawsand Bay, by sailing round to Torbay directly, prevent a vast circulation of money here and at Dock. Though at Brixham quay the trade increases considerably, to the advantage of the latter place.

16. Wind W. N. W. Fair. Orders came down this day for the Cambrian, of 44 guns, Captain Towry, to proceed in the course of this week to the Nore, supposed to be paid off as soon as the Definitive Treaty arrives. It is confidently said, that Commissioner Fanshawe is soon to go to London, to attend the Admiralty and Navy Boards, on some especial regulations which are to take place in the different departments of the dock-yards of these kingdoms.

17. Wind W. N. W. Fair. Came in from a cruise against the smugglers, the Urania, of 44 guns, Captain H. Gage. A frigate was spoke with yesterday under a press of sail, standing down Channel, supposed to be the Trent, of 38 guns, Brisbane, with dispatches for Vice-Admiral Campbell, from Portsmouth. Admiral Sir T. Pasley, Bart. Admiral of this port, will be succeeded in March by Vice-Admiral Sir R. Onslow, Bart. as Port Admiral of his Majesty's ships

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and vessels here. The former distinguished himself on the glorious 1st of June, 1794; and the latter on the ever memorable 11th of October, 1797. Came in the new ship the Plantagenet, of 74 guns, from the Downs, to be laid up.

18. Wind W. N. W. Fair and mild. This day the Union tender was paid off, and put out of the service. She sailed for Liverpool to her owners. Her men were put on board the Resolue slop ship. That beautiful ship the Plantagenet, of 74 guns, was also paid off, and her crew discharged on board the Cambridge flag-ship in Hamoaze. She is a most beautiful modelled ship, is without a poop, and has all the snugness on the water of a large frigate. Letters received this day from the Automatia, extra East Indiaman, dated Calcutta, September 1, 1801, state, her safe arrival there from this port, last from the Cape of Good Hope, after a fine passage. She had almost completed her cargo of Rice, and was to sail in a few days for Europe.

19. Wind E. S. E. Hard rain. Came in La Nymphe, of 36 guns, Captain S. Douglas, from a cruise against the smugglers. Yesterday a marine about to be discharged, delivered himself up as a murderer and robber, of a gentleman on Hounslow Heath, in 1797; he of course was committed for examination. He said, his conscience had tormented him ever since. He had an accomplice, but does not recollect his name.

20. Wind variable, mostly S E. Rain. A more honourable testimony of the affection and esteem of a ship's company, was perhaps never shown more eminently than when the Pompée, of 84 guns, Captain Stirling, was paid off in Hamoaze, last Saturday. When the business of paying the crew was finished, a deputation came aft to Captain Stirling and his Officers, to thank them for their attention during the three years they had been together, and to assure Captain Stirling that had the Pompée been ordered to any part of the globe, they would have cheerfully gone. When Capt. Stirling got into his barge to go on shore, he had three hearty cheers from the ship's company. Captain Stirling and his Officers dined together at the Prince William Henry, Dock, and after spending a festive day parted from each other with sincere regret.

21. Wind variable. Accounts from Salcombe, state, the safe arrival there of the two cartels with prisoners for Morlaix, they were given up, and said to have foundered, having experienced the fury of the late hard gales of wind in the Channel. Yesterday the Prudent (prison ship), was paid off, and her crew discharged on board the Cambridge flag-ship, in Hamoaze. The Europa (prison ship), and Sampson (prison ship), will be paid off next week, and the crews discharged on board the Cambridge.

PORTSMOUTH REPORT,

FROM JANUARY 24 TO FEBRUARY 20.

Jan. 25. Arrived the Maidstone frigate, Captain Mowbray, from Marcou; Hound, Captain Sarradine; Alonzo, Captain Cathcart; Autumn, Captain Richardson; and the Diligence, Captain Jones (sloops of war), from the Downs.

26. Sailed the Minotaur, of 74 guns, Captain Louis, to the eastward, to be paid off; and the Carysfort, of 28 guns, Captain Drummond, on a cruise after smugglers.

28. Arrived the Santa Teresa, of 44 guns, Captain R. Campbell; and yesterday, L'Egptienne, of 50 guns, Captain Ogle, from Malta, Minorca, and Gibraltar. They were put under quarantine. Sailed the Medusa, of 38 guns, Captain Gore; and the Resistance, of 36 guns, Captain Digby, on separate cruises, after smugglers.

30. Arrived the Flora, armed *en flute*, Captain Kendall, from the Needles; and the Thisbe, armed *en flute*, Captain Morrison, with the 22d regiment of Dragoons on board, from Egypt. Sailed the Alcmene, of 32 guns, Captain Lambert, for Cowes.

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31. Arrived the Africaine, of 44 guns, Captain Stevenson; and the Heroine, armed *en flute*, Captain Hill, from Malta.

Feb. 2. Arrived the Medusa, of 38 guns, Captain Gore, from a cruise, with the loss of her fore-top-mast; and the Good Design, armed ship, Captain Elliott, from Malta. Sailed the St. Fiorenzo, of 44 guns, Captain Paterson, on a cruise off Weymouth after smugglers.

5. Sailed La Minerve, of 44 guns, Captain Cockburn; Santa Teresa, of 44 guns, Captain Campbell; Resource, armed *en flute*, Captain Crispo, to be paid off.

6. Sailed the Egyptienne, of 50 guns, Captain Ogle; Hound, Captain Sarradine; Autumn, Captain Richardson; Diligence, Captain Jones, sloops of war; and the Good Design, armed ship, Captain Elliot, for Chatham, Deptford, and Woolwich, to be paid off.

7. Sailed the Temeraire, of 98 guns, Rear-Admiral Campbell, Captain Eyles; Formidable, of 98 guns, Captain Grindall: Resolution, of 74 guns, Hon. Captain Gardner; Vengeance, of 74 guns, Captain Duff; Orion, of 74 guns, Captain Cuthbert; Majestic, of 74 guns, Captain Gould; Desirée, of 44 guns, Captain Dacres; and the Morgiana, of 16 guns Captain Otter, with sealed orders, supposed for Jamaica. Also, the Barfleur, of 98 guns, Rear-Admiral Collingwood, Captain Ommanney; Glory, of 98 guns, Captain Wells; Malta, of 84 guns, Captain Bertie; Achille, of 74 guns, Captain Buller; Canada, of 74 guns, Captain Yorke; Centaur, of 74 guns, Captain Littlehales; and Doris, of 36 guns, Captain Cumberland, to join the Channel Fleet; the Africaine, of 44 guns, Captain Stevenson, to the eastward, to be paid off; and the Thames, Walmer Castle, and the Canton, East Indiamen, for Bengal.

8. Arrived the Ajax, of 80 guns, Hon. Captain Cochrane, from Egypt, last from the Downs; and the Carysfort, of 28 guns, Captain Drummond, from a cruise. Sailed the Dolphin, armed *en flute*, Captain Dalrymple, to be paid off.

9. Sailed the Cleopatra, of 36 guns, Captain Pellew; and Heroine, armed *en flute*, Captain Hill, to the eastward, to be paid off.

10. Arrived the Arethusa, of 38 guns, Captain Wolley, with Brigadier-General Clinton and suite on board, from Madeira. Sailed the Inflexible, armed *en flute*, Captain Page; and the Caroline, of 36 guns, Captain Bowen, to the eastward, to be paid off.

11. Sailed the Boadicea, of 44 guns, Captain Rowley, for Torbay; Carysfort, of 28 guns, Captain Drummond, on a cruise; Winchelsea, armed *en flute*, Captain Hatley; and the Druid, armed *en flute*, Captain Ross, for Jamaica.

12. Arrived the Resistance, of 38 guns, Captain Digby, from a cruise. Sailed the Medusa, of 38 guns, Captain Gore, on a cruise.

13. Sailed the Trent, of 36 guns, Captain C. Brisbane, with dispatches for Jamaica.

16. Sailed the Dictator, armed *en flute*, Captain Hardy. The Gorgon, armed *en flute*, Captain Ross; and the Retribution frigate, Captain Forster, have sailed for the eastward, to be paid off; and the Buffalo, storeship, Lieutenant Kent, also sailed, on Tuesday, for Botany Bay. She brought to in Cowes Roads.

19. Arrived the Netley schooner, Lieutenant Mein, from the Mediterranean.

Promotions and Appointments.

Captain Cumberland is appointed to the Doris frigate, *vice* Brisbane, who is appointed to the Trent.

Captain Baker, of the Thetis, armed *en flute*, is promoted to the rank of Post Captain, and appointed to the Wassenaer, of 54 guns.

Captain Alexander Campbell, of the Salamine, to the Greyhound frigate.

Captain Wilson, late of the Trusty, to the Alexandria frigate, late Régénéré.

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Lieutenant Williams, of the Tickler gun-brig, is appointed a Lieutenant of Haslar Hospital, *vice* Blaxton, deceased.

Lieutenant Morris to the Admiral Pasley, *vice* Captain William Wooldridge, promoted.

Captain-Lieutenant and Adjutant Kent, of the Marine Forces, is promoted to the rank of full Captain in the above corps.

Mr. John Clark, Carpenter of his Majesty's ship London, is appointed to the Ville de Paris, in the room of Mr. John Braid, Carpenter, deceased.

MARRIAGES.

Lately, at Woodchester, county of Gloucester, Captain Raigersfeld, of the Royal Navy, son of Baron Raigersfeld, of Brianstone-street, Portman-square, to Miss Hawker, daughter of the Rev. Peter Hawker, Rector of Woodchester aforesaid, and of Hampnett, county of Gloucester, and one of his Majesty's Justices of the Peace for that county.

Mr. John Tomlin, Master in the Royal Navy, to Mrs. Hannah Hunter, of Elson.

Mr. Edward Sharp, of his Majesty's ship Trusty, to Miss Elizabeth Loveless, of Pembroke-street, Portsmouth.

OBITUARY.

A few days since died, at Cadhay, near Ottery, Devon, the Right Hon. Lord Graves, of Thanckes, in the county of Cornwall, Admiral of the White, who so gallantly distinguished himself in the glorious battle of the 1st of June, 1794, in which he received a wound in his shoulder. His services on this occasion, as well as every other particular of his life, are amply detailed in his Biographical Memoir, for which, and a portrait of the noble Admiral, see vol. v. p. 377.

At his house in Stafford Place, Pimlico, London, Rear-Admiral Brenton, father of Captain J. Brenton, of the Cæsar, and Lieutenant E. Brenton, of the Theseus.

Near Milton, in Kent, George Augustus Delanoe, Esq. late Commander of his Majesty's sloop Ann; a most meritorious and worthy Officer. During the unhappy mutiny at the Nore, in the year 1797, he was Second Lieutenant, and Commanding Officer on board the Repulse, which, by his resolute and determined exertions, was detached from several other mutinous ships, after sustaining a heavy fire from two seventy-four's, while endeavouring to escape into the harbour at Sheerness; just at the accomplishment of his object, a shot unfortunately shattered his left leg, which soon afterwards was amputated. The Admiralty, from a high sense of his Officer like conduct, and spirited exertions, promoted him to the rank in which he died. By those who esteem a generous and humane heart, too liberal to be rich, and with a soul too independent to solicit favour, sympathy will pay a tributary sigh to his memory.

The 17th of January, universally regretted, Captain John Elphinstone, of the Navy, Captain of the Fleet under the command of Admiral Lord Keith.

Lately, at Fulham, Middlesex, Captain Henry Collins, of the Royal Navy, in the 78th year of his age.

At sea, Captain Clark, of the Suffolk, about the 8th of December.

At St. Helen's, Mr. T. M'Clelland, Midshipman of the Theseus.

On board the Severn, at Jamaica, Mr. Elliott, Midshipman.

After a lingering and painful illness, Mrs. Baillie, near the Terrace, Finsbury-square, wife of Alexander Baillie, Esq. of the Royal Navy.

On Sunday, the 14th instant, at Clifton, of a consumption, Mrs. O'Brien, lady of Captain O'Brien, of his Majesty's ship Emerald.

The 23d instant, at his house in Lamb's Conduit-street, Dr. James Johnston, Chairman of the Commissioners for sick and hurt seamen.

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HON^BLE EDWARD BOSCAWEN

Admiral of the Blue Squadron

Pub^d by Bunney & Gold 123 Shoe Lane 1 April 1801.

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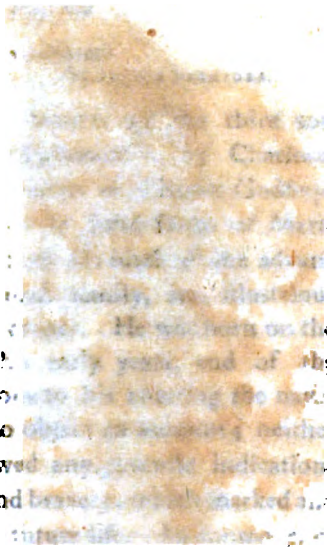

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BIOGRAPHICAL MEMOIRS OF

THE LATE HON. EDWARD BOSCAWEN,

ADMIRAL OF THE BLUE.

Sublimest virtue is desire of fame,
Where justice gives the laurel:—
The unextinguishable spark which fires
The souls of Patriots—
Undaunted valour, and contempt of death.

GLOVER'S LEONIDES.

THE Honourable Edward Boscawen was the third son of Hugh Lord Viscount Falmouth *, by Charlotte Godfrey, eldest daughter and coheiress of Charles Godfrey, and of Arabella Churchill, sister to John Duke of Marlborough; so that he derived from his birth all the advantages which an ancient and affluent family, and illustrious connexions may be supposed to confer. He was born on the 19th of August, 1711. Of his early years, and of the progress of his education previous to his entering the naval service, we have not been able to obtain an account; neither have we heard whether he shewed any juvenile indications of that promptitude, decision, and bravery, which marked and distinguished the events of his future life. In consequence of his expressing a boyish fondness for the sea service, he was sent on board a frigate as a Midshipman, at the age of twelve years; and after serving in that capacity the allotted time, he was appointed a Lieutenant, in which station he gained high credit, as a skilful seaman, and a spirited and active Officer.

On the 12th of March, 1737, he was promoted to the rank of Captain, and soon after obtained the command of the Leopard, a fourth rate, of fifty guns. During his continuance in this command, nothing occurred that merits a place in this narrative.

* Lord Viscount Falmouth was the lineal descendant of the ancient family of the *De Boscawens*, proprietors of the lordship and manor of *Boscawen Rose*, in Cornwall, from which, according to the feudal custom, they took their name.

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At the commencement of the war with Spain in 1739, Captain Boscawen was appointed to the command of the Shoreham frigate, with which ship he was directed to cruise off the island of Jamaica. Soon after his arrival there he had occasion to show his disinterested zeal for the public service. On being ordered to join the expedition then about to sail against Porto Bello, he discovered that his frigate was unfit for sea, and still more for so hazardous an enterprize, without undergoing a thorough repair. But eager to be employed on a service where so many difficulties were to be encountered, and so much glory was consequently to be gained, he solicited Admiral Vernon for permission to leave his ship in port, and to serve under him as a volunteer. To this solicitation the Admiral gave his consent, and Capt. Boscawen accompanied him to Porto Bello, where his gallant spirit met with that success, and received those honours, which it had been so laudably ambitious to gain; and his conduct during the expedition displayed so much knowledge and ability, as well as spirit, that after the reduction of the place he was appointed to superintend and direct the demolition of the fortress.

Having returned to the command of the Shoreham in 1741, he formed one of Admiral Vernon's fleet on the expedition to Carthagena. At the attack of this place, he had an opportunity of distinguishing himself by that quick-sighted judgment and intrepid valour which were the most prominent features of his military character, and which, in the course of his long services, redounded not less to the essential interests than to the naval honour of his country. He was appointed to command a detachment, consisting of three hundred sailors and two hundred soldiers, formed for the purpose of storming a fascine battery, which had been erected by the enemy on the island of Boca, and by which the operations of our troops against the castle of Boca Chica were considerably impeded. This attack, which was intended to have been made on the 17th of March, was unavoidably postponed, in consequence of a violent gale of wind, until

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the night of the 19th, when the detachment was embarked in the boats of the fleet, and rowed to a small sandy bay about a mile to leeward of the battery, where it was thought expedient to effect a landing, not only from its being out of the reach of the enemy's observation, but from the great facility with which at that place the troops could step from the boats to the beach. The Spaniards, however, had not left this landing place wholly unguarded. The bay was formed by two reefs of rock, between which the channel was very narrow. This channel was defended by five guns, which the enemy had planted on the very spot that Boscawen pitched upon to disembark, but which his information respecting the enemy's forts had given him no reason to expect. He, therefore, landed his troops in full confidence of meeting no immediate resistance, and he preserved amongst them such perfect order and silence, that in the darkness of the night they were in the midst of the enemy before either party perceived the other. The Spaniards, however, gave the first alarm by opening a heavy fire upon the assailants; who, though thrown into disorder by this sudden surprise, were soon rallied by their undaunted Commander, and they pushed forward with that impetuous bravery which is peculiar to British sailors, and which the enemy were unable to withstand. The Spaniards were driven from their guns before they had time to make a second discharge, and were compelled to seek refuge under cover of the Bererdera battery, which it was the object of the English to attack, and to which they now advanced with an ardour and alacrity, that their success in this skirmish had contributed to heighten and promote. In the mean while the enemy at the battery, warned of the approach of the victorious assailants, received them with repeated discharges of grape-shot, which, however (the guns being too much elevated), did little execution, and served to accelerate rather than retard the rapidity of their assault. Pushing forward with a strength equal to their animation, they soon climbed the intrenchments, and entering the embrasures in the face of a

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continued fire, and on the very muzzles of the guns, they drove the enemy from the works with considerable slaughter; and, after spiking the guns, and burning the platforms together with the carriages, guard-house, and magazine, Boscawen led off his detachment in order, and returned to the fleet with six wounded prisoners.

The Spaniards, fully sensible of the support which this battery had afforded them, were indefatigable in their endeavours to repair it; and having in a few days so far succeeded as to be able to bring six guns to bear on the English fleet, Boscawen was again ordered to reduce it, but in a manner which exposed him less to personal danger than the service in which it was before deemed expedient to employ him. He was directed to proceed with his own ship, the Shoreham, together with the Princess Amelia and Litchfield, as close in shore as the depth of water would admit them, to anchor abreast of the battery, and to bring their broadsides to bear upon it; whilst on the other hand, a detachment of seamen, under the command of Captains Watson, Cotes, and Dennis, were at the same time to storm it. These measures, taken with so much skill and prudence, would in all probability have ensured success to the attack, but the Spaniards, intimidated at the formidable appearance of the assailants, abandoned the battery without firing a shot.

Soon after this affair, Admiral Vernon determined to raise the siege of Carthagena, seeing no prospect of succeeding in the attack of the castle of Boca Chica, which effectually commanded and secured the town, and which, as it was capable of holding out for a considerable time against the approaches of a regular army, it would be in vain with such a force as his, any farther to attempt to reduce. But before the fleet sailed from Carthagena, Boscawen was again employed in the same sort of service in which he had so ably acquitted himself at Porto Bello; being appointed to command a detachment that was sent to rase the different forts which the English had taken on the neighbouring coast. And whilst he was engaged in this service he was appointed,

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by Admiral Vernon, to the command of the Prince Frederick, of seventy guns, in consequence of the death of Lord Aubrey Beauclerk, who fell in one of the attacks on Boca Chica castle.

The subsequent naval operations which took place during Boscawen's continuance in the West Indies, though he was employed in most of them, were so unimportant at the time, and are now so completely uninteresting, that we shall pass them over in silence.

In May 1742, he returned to England, and anchored at St. Helens with the Prince Frederick, on the 14th of that month, after a passage of nine weeks from Jamaica. He brought advice that the fleet and army under Admiral Vernon and General Wentworth, were, at the time he left them, under sail on an expedition against the Spanish colony at Panama, in the South Sea; to which place it was the intention of these Officers to go by way of Darien, and to march their troops across that isthmus.

From the period of Boscawen's return to England, till the beginning of the year 1745, he was principally, if not entirely, employed in cruising in the British Channel. Whilst he was on this service, he captured the Medea, a French frigate, commanded by M. De Hocquart. About the end of this year he was appointed to the command of the Royal Sovereign, then lying as a guardship at the Nore; and it was part of his duty on that station to inspect all the armed vessels fitted out on the Thames, and hired by Government during the rebellion, previous to their proceeding on their respective cruises.

In January 1746, he obtained the command of the Namur, formerly a ship of ninety guns, but had then been reduced to a third rate. In this command nothing material happened till the November following, when being appointed Commodore of a small squadron, which was ordered to cruise at the entrance of the British Channel, he captured two prizes, one of them a large privateer, fitted out from St. Maloes, the other a dispatch boat from M. de Jonquiere,

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the Commander of the French fleet on the American station, with advice of the death of the Duc D'Auville, and of the consequent failure of the expedition under his command.

In the year 1747, he commanded a line of battle ship in the fleet sent out to America under Admirals Anson and Vernon; and in the action of the 3d of May, between that fleet and the French squadron under M. De Jonquiere, Boscawen signalized himself equally by his heroism and his judgment. The French fleet having got the weather-gage, kept up a constant and well-directed fire on the English ships, as they turned to windward to form the line abreast of the enemy. Boscawen perceiving that our ships would thereby be disabled before their guns could be brought to bear on the French line, and his ship being a very superior sailer to any of the rest, and being besides the leading ship of the van, he pressed forward with a crowd of sail, received the greatest part of the enemy's fire and singly maintained the conflict until the remainder of the fleet came up to his support; by which daring but judicious manœuvre, he principally contributed to the complete success, with which, on that day, the English arms were crowned. On this occasion he was severely wounded in the shoulder by a musket-ball. His country, however, was not long deprived of his services by this misfortune, from the effects of which he recovered in a few weeks.

On his return to England, he was advanced to the rank of Rear-Admiral of the Blue, and was shortly after invested with a command, which shows the very high estimation in which both his integrity and abilities were held. He was appointed Admiral and Commandant of a squadron of six ships of the line, ordered for the East Indies, and along with this appointment received a commission from the King as General and Commander in Chief of the land forces employed on that expedition; the only instance (except the Earl of Peterborough) of any Officer having received such a command since the reign of Charles the Second. The impropriety of investing a naval Officer with this double

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command is so obvious, that it is unnecessary for us to point out the multiplied inconveniences to the public service, which in almost all cases it cannot fail to produce, and which greatly counterbalance the advantages that are likely to result from it, however capable the person may be to whom it is given. In Boscawen's case it gave rise to much public censure on the conduct of Ministers, as well as to many private jealousies, if not animosities; yet, though the expedition proved unsuccessful, we have not learned that the troops employed on that service ever expressed any dislike, much less any discontent, at their being commanded by a naval Officer; but this forbearance proceeded from their personal respect and esteem for Admiral Boscawen, a circumstance that reflects high praise on the private virtues that adorned his character.

As the earlier part of the transactions of this expedition to India has been related by an Officer who accompanied it, and as he was an eye-witness of the following circumstances, we shall give his account in his own words:—

On November the 4th, 1747, the squadron sailed from St. Helens, with a fair wind, which only served for that day; but Admiral Boscawen, anxious to get out of the Channel, chose rather to turn to windward with the fleet than to put back. Meeting with hard gales of wind, they were obliged to anchor in Torbay, where the fleet arrived about eleven o'clock on November 10, but at four o'clock in the evening, the wind serving, sailed again, and proceeded to the Land's End, when it turned again; but struggling with the winds, came to an anchor in the road of Madeira on December 13th. Hard gales of wind had separated several ships, which, however, on the 17th joined the Admiral, who used all possible means to get the fleet in a condition to sail; this being completed on the 22d, they sailed on the 23d. On March the 29th, 1748, the fleet came to an anchor in Table Bay, at the Cape of Good Hope. On the 30th, the ground was pitched on to encamp, and men were ordered on shore to clear it; but the wind blowed so fresh, that the forces could not land till April 6th, when the whole encamped in good order and discipline, being three battalions, with artillery; on the right were 400 marines, making one battalion; six English independent companies, of 112 men each, were on the left; and six Scotch companies were in the

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centre. The men made a good appearance, and no pains were spared, as to discipline and refreshment, in order to fit them for their better performance in action. The Admiral by his genteel behaviour gained the love of the land Officers, and never was greater harmony among all degrees of men than in this expedition, every one thinking they were happy in being under his command. The time they stayed at the Cape was of great service to the land and sea forces, who had fresh meat all the time: but their stay was longer than was intended, occasioned by five India ships, with forces on board, parting from the fleet, purposely to get first to the Cape, in order to sell their private trade to better advantage; but they were mistaken, as they did not arrive till April the 14th, and those India ships that were with the Admiral had supplied the Cape with all that was wanting.

On the 8th of May, Adm. Boscawen sailed from the Cape with the squadron under his command, together with six ships belonging to the Dutch East India Company, on board of which were 400 soldiers. After a fatiguing and tedious passage, occasioned by a series of contrary winds rather unusual in those seas at that season, the whole fleet made the French island of Mauritius at day-break on the 23d of June, except three of the Dutch ships, which had parted company, in the stormy weather they had encountered. This island Admiral Boscawen was ordered to attack on his way to the coast of Coromandel. As soon, therefore, as the fleet came opposite to the east point of the island, he drew up the ships in line of battle ahead, and proceeded along the northern coast of the island. Before night they had advanced within two leagues of Fort Louis, at which distance he brought his fleet to an anchor in a bay that lay between the mouths of two small rivers. The party which was sent in a rowing boat in the dusk of the evening to reconnoitre the shore, had discovered only two places, where, from the lowness of the surf, it seemed practicable to make a descent, and these were defended by two fascine batteries of six guns each, which fired on the ships as they passed: all the rest of the shore was defended by rocks and breakers.

The next morning the French opened upon the English squadron two other fascine batteries, raised at the entrance

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of the two rivers, between which it was at anchor. This fire was returned by one of the fifty gun ships, but little execution was done on either side. Boscawen now sent a sloop with the two principal engineers and an Artillery Officer, to reconnoitre the coast the whole way up to the entrance of Port Louis; these Officers reported, on their return, that they had been fired upon by no less than eight different batteries planted along the shore, as well as by the forts at the entrance of the harbour, across which lay moored a large ship of two decks; and there were besides, twelve ships at anchor within the harbour, four of which were of considerable force, and ready for sea. When night approached, the barges of the six line of battle ships, with the most experienced Officers of the fleet, were sent to sound. On their return they reported that a reef of rocks, which extended along the shore, at the distance of twenty yards from it, rendered it impossible to effect a landing, except at the entrance of the rivers already mentioned. With respect to the harbour itself, they discovered that the channel leading into it, was only 100 fathoms wide, and that from that circumstance, as well as from the opposition of the south wind, which blew directly down it, the getting up to the mouth of the harbour any part of the fleet, would be attended with almost insuperable difficulties. Upon receiving this intelligence, Boscawen called a council of war, composed of the principal land and sea Officers, at which it was resolved, that as they were ignorant of the strength of the French, three armed boats should be sent to endeavour to land in the night, and to take by surprise even a single man, that some certain information respecting the actual situation and numbers of the enemy might thereby be obtained. This project, however, proved abortive; and the following morning the council of war assembled again, when they came to this decision, that although they thought themselves sufficiently powerful to reduce the island, yet the loss they would probably sustain in the attack, and the

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number of men which would be requisite to garrison the fortifications, would necessarily so much weaken their force, that it would certainly retard, and might, perhaps, entirely prevent them from undertaking the siege of Pondicherry, which Boscawen was instructed to consider as the principal object of the expedition under his command. It was, therefore, resolved, to proceed to the coast of Coromandel without delay, so that the fleet might arrive there in time to act, before the change of the monsoon in October. Boscawen accordingly sailed from the Mauritius the next day, the 27th of June, when the Dutch ships parted with the fleet, and steered for Batavia, and the English pursued their course to the coast of Coromandel. On the 29th of July, he arrived at Fort St. David, where he found the squadron under Admiral Griffin, who resigned the command of it to him, and soon after returned to England.

The junction of these fleets formed the greatest marine force belonging to any one European nation that had ever been seen in the Indian seas; it consisted of more than thirty ships, of which thirteen were of the line. The English at Fort St. David, and all the native powers attached to their cause, beheld this formidable armament with a joy proportioned to the success which was naturally looked for from its operations.

Anxious to strike a decisive blow before the French had time to collect their allies (some of the smaller Rajahs of the Indian peninsula) to their assistance, Boscawen determined to proceed to Pondicherry without a moment's delay. He accordingly landed the necessary stores and the whole of his troops, who had been in perfect health throughout the voyage; a circumstance attributed by the Officer from whose narrative we made an extract, to the great benefit derived from the air-pipes, by which the ships of the fleet were ventilated. After the troops were landed, three line of battle ships, and a sloop of war, were dispatched to Pondicherry, in order to blockade the place by sea.

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On the 8th of August the army marched from Fort St. David, under the command of Admiral Boscawen. It was composed of twelve independent companies of 100 men each, 800 marines from the fleet, eighty artillery men, a battalion of the East India Company's, of 750 men, together with seventy artillery men, 120 Dutch Europeans, and 1000 seamen from the fleet, who had been trained to the manual exercise during their passage from England, the whole amounting to 3720 Europeans; besides which there were 2000 sepoys, and 300 Topasses, paid by the Company. The Nabob Avar-a-dien Khan still wavering, as he found the French or English gain the ascendancy in the politics of the Carnatic, promised to send a body of 2000 horse to co-operate with the English army; but he was cautious in not fulfilling his promise until he could judge of the probable termination of the campaign. His troops, therefore, did not join Boscawen till towards the conclusion of the siege. The heavy cannon and stores were laden on board the squadron, which proceeded before the army, and anchored two miles south of Pondicherry.

The Company's agents at Fort St. David had been shamefully negligent in gaining the information necessary to direct Boscawen in his operations; insomuch that when the army came in sight of the small fort of Arianco-pang, situated near the confines of Pondicherry, there was not a single person who could give a description of the place. Boscawen, however, thought it expedient not to leave it in his rear, and therefore determined to reduce it before he proceeded on his march. One of the Company's Engineers was ordered to reconnoitre it, but either from fear or treachery, he did not approach sufficiently close to the place to enable him to make his observations with any tolerable degree of accuracy. He reported, that though the fort was covered by an intrenchment, it was of very little strength. A deserter farther reported, that it was garrisoned only by 100 sepoys, and Boscawen on this information resolved to storm it. Accordingly a detachment

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of 700 men marched at day-break against the east side of the fort, to attack what they supposed to be the intrenchment described by the engineer, which on a nearer approach they discovered to be a heap of ruins; they likewise perceived, to their great disappointment, that the fort itself was a triangle, regularly fortified with three cavaliers, a deep dry ditch full of pit falls, and a covered-way. These works were sufficient to protect the place from any sudden assault, even had it been garrisoned as the deserter had reported; but instead of that it was defended by 100 Europeans and 300 sepoys, under the command of a Captain Law, an active and experienced Officer. The English troops had no sooner approached the works than they were instantly assailed with a shower of musket and grape-shot. They nevertheless persisted in their attack with much more bravery than skill; and although they had carried with them no scaling-ladders, and had consequently no means of succeeding in their rash attempt, they obstinately kept their ground for a considerable time, and did not retreat until 150 of their number were either killed or wounded.

This disaster, so obviously the result of ignorance and temerity, greatly affected the spirits of the men, and seemed to damp the ardour of the enterprize. But Boscawen was not to be disconcerted by any misfortune of this sort; which, however, could never have happened, had his experience in military operations been equal to his other qualifications for the command with which he was intrusted. Inflexible in his purpose, he determined to persist in reducing Ariancopang, and with a view to facilitate as well as expedite its reduction, he ordered the disciplined sailors, with eight pieces of battering cannon, to be landed from the ships. The French, on the other hand, aware of the advantage of gaining time at this season of the year, prudently resolved to defend the fort as long as possible. To give effect to this resolution, they erected a battery of heavy cannon, on the opposite side of the river, which runs to the north, and close by Ariancopang, that they might thereby

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enfilade and obstruct the approaches of the besiegers. The English at the same time erected a battery on the plain, on the south side of the river, to oppose that of the enemy; but such was the neglect, or ignorance of the engineers who were employed in throwing up this work, that when at day-break they opened the battery, most of the guns were found to be intercepted from the sight of the enemy's by a thick wood. The Artillery Officers, on the discovery of this egregious oversight, offered their service to raise another battery, which they completed with sufficient skill before the next morning; and for greater security, they threw up an intrenchment before it, in which a detachment of soldiers and sailors was posted. At day-break the English battery began to play on that of the enemy, and the fire was continued for some time on both sides, but with little execution on either. The French in the mean while, had posted without the fort, under cover of the works, a body of sixty European cavalry. This cavalry, supported by infantry, advanced towards the intrenchment, and attacked with great impetuosity that part of it where the sailors were posted, who, unaccustomed to this sort of service, were thrown into confusion, which disconcerting the regular troops, they were compelled to abandon the intrenchment, and retreat to the battery, whither they were pursued by the French cavalry; whom, however, the heavy fire from the English artillery soon repulsed. The gallant Major Lawrence, so justly distinguished in Indian history, commanded this intrenchment; and rather than take flight with the troops, he and a few Officers, defended themselves in the trench until they were disarmed by some of the enemy's dragoons, and forced to surrender.

The same day a quantity of gun-powder taking fire in the enemy's battery, it blew up, and near 100 men were either killed or disabled by the explosion. And this disaster struck so much terror amongst the French troops in the fort, that a few hours afterwards they set fire to the chambers with which they had undermined the fortifications, blew up the

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greatest part of the walls and cavaliers, and then retired with the utmost precipitation to Pondicherry. As soon as Boscawen observed the explosion, he gave orders to take possession of the ruins. But unfortunately, instead of following up the advantage which this accident had given him, he remained five days longer at Ariancopang, deeming it expedient to repair and garrison that fort, before he made his approaches against Pondicherry; from an apprehension that during the siege a detachment of the enemy might again take possession of the former place, and from thence be enabled to intercept convoys, and otherwise harass the English army.

The town of Pondicherry was situated about seventy yards from the sea shore; its extent from north to south was about a mile, and from east to west about 1100 yards; on the three sides towards the land, it was fortified with a wall and rampart, flanked by eleven bastions; the north and south extremities nearest the sea were defended by two demi-bastions; and the whole of these works were encompassed by a ditch and an imperfect glacis. The eastern side was defended by several low batteries, capable of mounting upwards of 100 pieces of cannon, which commanded the road; and within the town was a citadel, though too small to make a long defence. The greatest part of the ground in the vicinity of the town was inclosed at the distance of a mile from the walls, by a hedge of large aloes and other thorny plants peculiar to the country, intermixed with numbers of cocoa-nut and palm-trees, which altogether formed a defence impenetrable to cavalry, and which even infantry would find it very difficult to break through. This inclosure began at the north side, close by the sea, and continued for five miles and a half, describing a large segment of a circle, until it joined the river of Ariancopang to the south, at a mile and a half from the shore, and in this part the course of the river served to complete the line of defence. There were five roads leading from the town into the adjacent country, and at each of the openings in the hedge

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through which these roads were cut, there was a well-built redoubt mounted with cannon. Such was the situation of Pondicherry, and the manner in which it was fortified and defended, when Boscawen commenced his operations against it.

On the 26th of August the English army marched from Arianoopang, and took possession of the village of Ulagurry, situated about two miles from the south-west part of the town. From hence Boscawen sent a detachment to take possession of the north-west redoubt of the bound-hedge, which the enemy abandoned without resistance, although it was capable of a defence that might have cost the English many lives, and perhaps much trouble as well as time. Shortly after the evacuation of this redoubt, the garrisons in the other redoubts in the bound-hedge were withdrawn.

By the advice of the engineers, Boscawen determined to make his approaches on the north-west side of the town; and in order to facilitate the communication between the fleet and the camp, the ships were stationed to the north of the town.

On the night of the 30th of August, the besiegers opened ground, at the distance of 1500 yards from the works; a circumstance in itself sufficient to prove the deplorable ignorance of the English engineers, on whose plan and by whose advice this siege was conducted; for, according to the art of war established amongst the military nations of modern Europe, it is the universal practice in sieges, to make the first parallel *at least* within 800 yards of the covered-way. The next morning 150 men were detached from the trench first thrown up, and ordered to make a lodgment about 100 yards nearer the town, and being supplied with working tools, they were not long in throwing up a mound, which sufficiently covered them from the fire of the enemy's cannon. Towards the afternoon of that day, 500 Europeans and 700 sepoys made a sortie from the town, attack-

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ing both the trenches at the same time, from which, however, they were repulsed with the loss of 100 men, and seven Officers.

The celebrated Lord Clive, then an Ensign, served in the trenches on this occasion, and by his gallant conduct gave the first prognostic of that high military spirit, which was the spring of his future actions, and the principal source of the decisive intrepidity and elevation of mind, which were his characteristical endowments.

The approaches were continued, but from a total inexperience in such operations they advanced very slowly. Two batteries of three guns each were raised within 1200 yards of the town, in the supposition that they would operate as a check on the enemy's sorties; but parties still sallied every day in defiance of these batteries, and made successful attacks on the detachments employed to escort the stores and cannon from the ships to the camp. Whilst the army was thus engaged, a bomb-ketch was ordered to bombard the citadel night and day; but the enemy returned the fire of this vessel with such effect, that she was compelled to desist from bombarding during the day, and the firing which she kept up at night proved of little annoyance.

After much hard labour and great fatigue, the trenches were advanced within 800 yards of the walls, when it was found impracticable to carry them on any nearer; having now discovered a large morass which presented an insuperable barrier to any farther approaches before this part of the town, more particularly as the French had preserved a back water, with which they not only overflowed the morass, but also all the ground lying between the trenches and the foot of the glacis. The English were, therefore, obliged to raise their batteries on the edge of the morass, where their working parties were much exposed to the enemy; who, by keeping up a constant and well-directed fire, killed a great many men, and thereby frustrated their operations, and retarded the progress of the siege.

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On the 26th of September, however, two batteries were completed, one of eight, the other of four pieces of cannon, of eighteen and twenty-four pounders; a bomb battery of five large mortars and fifteen royals, and another of fifteen cohorns, were likewise erected; and all of these batteries now began to play on the town. The French, on the other hand, opened several embrasures in the curtain, and at the same time commenced a heavy fire from those batteries on the crest of the glacis: insomuch, that the fire of the besieged was double that of the besiegers. Boscawen upon this resolved to bring his whole naval force to batter the town, and consequently ordered all the line of battle ships to be warped within 1000 yards of the walls, the shallowness of the water not permitting them to be brought nearer. The cannonade which was now opened upon the town was incessant and tremendous, but the French soon found that it was only terrible in appearance, and produced little real effect: owing to the distance of the ships from the town, and the heavy swell of the sea, the shot never struck successively the same object; so that it neither made any breach in the works, nor did much damage to the town. The besieged at first withdrew a considerable number of their artillery from the land side, in order to open their batteries against the ships; but perceiving that the fortifications sustained hardly any injury from the fire of the fleet, they remitted the vigour of their defence on that side, and renewed it on the land side with increased activity and ardour.

The cannonading from the ships was kept up without intermission until night, when Boscawen, finding that a vast quantity of ammunition had been expended to no purpose, ordered them to weigh anchor in the night, and to move beyond the reach of the enemy's shot; but the execution of this order was prevented by the wind setting in from the sea. Being, therefore, under the necessity of keeping their stations, they recommenced the cannonade at

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day-break, which the enemy returned with still greater spirit and briskness, than that with which they had so successfully maintained the conflict on the preceding day; but at noon the wind changing, the ships moved from the shore, and the firing ceased on both sides. The fire from the batteries continued three days longer, during which time that of the enemy was supported with augmented vigour, and nine pieces of cannon of the assailants were dismounted.

The weather had now changed, the rainy season had set in earlier than usual, sickness began to prevail in the English camp, and hardly any impression had been made on the fortifications of Pondicherry. In consideration of these circumstances, Boscawen thought it prudent to call a council of war, which was summoned on the 30th of September, and at which it was unanimously resolved to raise the siege without delay; being justly apprehensive that the rains which at their commencement generally overflow the country, might render the removal of the cannon and heavy stores impracticable, and likewise that the ships might be driven off the coast by the severe gales of wind, which at the setting-in of the monsoon invariably prevail.

In conformity with this decision the batteries were immediately destroyed, the battalion of sailors, the cannon, and heavy stores reimbarked; and on the 6th of October, the troops began their march to Fort St. David, where they arrived the preceding evening, having demolished the fort of Ariancopang in their way.

On a review of the army it was found, that during the siege there had perished in action and by sickness, 757 soldiers, forty-three artillery men, and 265 seamen, in all 1065 Europeans; of the sepoys very few were killed, for they had only been employed to guard the skirts of the camp, and being altogether undisciplined, generally took flight on the approach of danger. The French garrison, commanded by M. Dupleix (a man justly distinguished for his spirit and sagacity), consisted of 1800 Europeans and 3000

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sepoys, of which, 200 Europeans and about fifty sepoys were killed.

The causes to which the failure of this siege is to be attributed, are so plainly discernible in the preceding account, that any enumeration of them would be unnecessary. The total incapacity of the engineers, through which the lives of so many brave men were unprofitably lost, was, if possible, still more discreditable to Government than to themselves, since we do not find that they were ever brought to an account for their shameful misconduct. Boscawen's consciousness of his own disqualifications as a soldier, might, conformably with his candid and amiable disposition, have deterred him from calling for an enquiry on the conduct of these Officers; but this apology amounts to a tacit censure of his rashness, in accepting a command for which he was not qualified either by any knowledge of military science, or any sufficient experience of military operations; and for the want of which, neither his skill and judgment in nautical affairs, nor his zeal, enterprising spirit, and intrepidity, could at all compensate. We make these observations with the impartial freedom of history, and we hope without offence.

Soon after the return of the army to Fort St. David, intelligence arrived from England of the peace of Aix la Chapelle, and an immediate cessation of hostilities between the French and English in India consequently took place. Some circumstances, however, rendered it necessary for Boscawen to remain in India with the fleet a few months longer; a necessity which accidentally proved very unfortunate, for on the 13th of April following, a violent hurricane arose, in which the Namur, of 74 guns, (the Admiral's flag-ship), the Pembroke, and the Apollo hospital ship, together with the greatest part of their crews, were unhappily lost. When the gale commenced, the Namur was at anchor in the road of Fort St. David. The Admiral was on shore, but the Officer in command of the ship, immediately cut the cables and put to sea, though the impetuosity of the tempest

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and the uncommon height of the sea were such, as to offer little prospect of being able to save the ship; and, after struggling for some hours in an endeavour to get off the coast, she foundered in nine fathom water; Captain Marshall, Mr. Gilchrist the Third Lieutenant, the Captain of Marines, the Surgeon, Purser, Chaplain, Boatswain, and about forty seamen, being all that were saved out of six hundred.

The town of Madras being delivered up by the French, and taken possession of by the English, and every other stipulation being fulfilled by the enemy according to the Treaty of Peace, Boscawen sailed from Fort St. David on the 19th of October, 1749, and arrived at St. Helens on the 14th of April following.

Being now unemployed in his professional avocations, Boscawen became a zealous politician, and regularly attended in the House of Commons as the representative of the borough of Truro, for which place he had been first returned in the year 1741. His acknowledged abilities in his profession were not long unrewarded. Ministers sensible of the utility of employing those abilities in the naval department of Government, he was appointed one of the Lords of the Admiralty on the 22d of June, 1751; and shortly afterwards he was elected one of the elder brethren of the Trinity House.

On the 4th of February 1755, he was advanced to the rank of Vice-Admiral of the Blue, in which station his services were soon after called for.

The French Ministry, who had for some time amused the Court of London with strong professions of the inviolability of their friendship and good faith, now began to pull off the mask, when it appeared that they had not only sanctioned their Officers in America in acts of hostility against the English colonies, but were then actually employed in the ports of France, in the equipment of a formidable naval force. This armament was commanded by M. Bois de la Motte, and consisted of twenty-five ships of

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the line, a number of frigates, and a fleet of transports, on board of which was embarked a considerable land force, together with a train of artillery, stores, and camp equipage, calculated for the prosecution of offensive war. By this means the French Ministry designed to carry into effect their ambitious projects in America, and at the same time to be prepared to strike a decisive blow against England in that quarter, if her jealousy should prompt her to oppose, by force of arms, the execution of their purpose. But the very circumstance of fitting out so large a force, without giving previous notice of their intentions to the Court of London, was of itself a palpable infraction of the Treaty of Peace; and the English Government, justly considering it in that light, equipped a fleet of eleven sail of the line and a frigate, with all possible dispatch, on board of which having embarked two regiments of infantry, the command was given to Boscawen. He proceeded without delay to the banks of Newfoundland, where he was ordered to cruise for the purpose of intercepting the French fleet, in its passage to the River St. Lawrence; and he was moreover particularly instructed to treat the French as an enemy wheresoever he might chance to fall in with them. Boscawen had not left Plymouth more than a few days, when intelligence was received that the French armament had actually sailed; in consequence of which, Rear-Admiral Holbourne was ordered to follow him with a reinforcement of six ships of the line and a frigate.

The fogs which are so prevalent on the coast of Newfoundland, prevented the French and English fleets from discovering each other; and the French Admiral taking advantage of this circumstance, and aware that he was pursued, divided his fleet into two parts; one of which he sent to the river St. Lawrence by the usual passage, while the other entered that river by passing through the Straits of Belleisle, a course never before attempted by ships of the line. Boscawen lay with his fleet off Cape Ray, the

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most southern promontory of Newfoundland, which he conceived to be the best station for intercepting the enemy's fleet. He was, however, disappointed in this expectation. The French succeeded in getting into the River St. Lawrence with their whole force, excepting two of their line of battle ships, which had parted in a fog from one of the divisions of their fleet, and which Boscawen had the good fortune to capture. These ships fell in with the English ships Dunkirk and Defiance, each of which mounted sixty guns; and after a gallant contest of five hours, the French struck their colours. The names of the French ships were the Lys and Alcide, in the first of which was found 80,000l. sterling in specie; and these prizes were the more valuable from the number of Officers of distinction who were on board of them. In M. Hocquart, the Commander of the Alcide, Boscawen met an old acquaintance, it being the third time that that Officer and him had been opposed to each other in action, and the third time he had been made his prisoner. A few weeks subsequent to this affair, Boscawen returned to England with his prizes, and fifteen hundred prisoners.

In 1756, Boscawen was advanced to the rank of Vice-Admiral of the White; a few months afterwards he was promoted to the Red Flag of the same rank; and in the beginning of the year 1758, he was made Admiral of the Blue, and at the same time was appointed to the command of a large fleet equipped for the special purpose of co-operating with the army under General Amherst, on the expedition against Louisbourg. This formidable fleet consisted of the following ships:—

Ships.	*Guns.*	*Commanders.*
Namur,	90	Hon. Edward Boscawen, Captain Buckle,
Royal William,	84	Sir Charles Hardy, Captain Evans,
Princess Amelia,	80	Philip Durell, Esq. Captain Bray,

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Ships.	*Guns.*	*Commanders.*
Invincible *,	74	Captain Bentley,
Terrible,	74	Collins,
Northumberland,	70	Right Hon. Lord Colvil,
Vanguard,	70	Swanton,
Orford,	70	Spry,
Burford,	70	Gambier,
Somerset,	70	Hughes,
Lancaster,	70	Hon. G. Edgecumbe,
Devonshire	66	Gordon,
Bedford,	64	Fowke,
Captain,	64	Amherst,
Prince Frederic,	64	Man,
Pembroke,	60	Simcoe,
Kingstone,	60	Parry,
York,	60	Pigot,
Prince of Orange,	60	Ferguson,
Defiance,	60	Baird,
Nottingham,	60	Marshall,
Centurion,	54	Mantell,
Sutherland,	50	Rous.

FRIGATES.

Juno, Diana, Boreas, Trent, Gramont, Shannon, Hind, Port Mahon, Nightingale, Kennington, Squirrel, Beaver, Hunter, Scarborough, Hawke, Ætna, Lightning, and Tyloe.

On Boscawen's arrival at Halifax he was joined by General Amherst and the army; and the two Commanders having agreed upon the plan of operations, they sailed from thence on the 28th of May. The fleet, including transports, amounted to 170 sail; and the army inclusive of Officers, consisted of 12,000 men, well disciplined and appointed. On the 2d of June, the fleet arrived in the Bay of Gabaras, seven miles to the westward of Louisbourg. Here the troops were disembarked, and General Amherst proceeded against Louisbourg, the siege of which he pushed forward with so much ability and vigour, that on the 26th

* The Invincible having been unfortunately stranded at the commencement of the expedition, she was replaced by the Dublin, a ship of the same force, commanded by Captain, afterwards Lord Rodney.

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of July the Chevalier Drucour, who commanded the fortress, made proposals to surrender. The terms of capitulation were soon settled, and the French garrison, consisting of 6000 men, laid down their arms.

Upon the surrender of Louisbourg, a division of the fleet, with a body of troops on board, under the command of Lord Rollo, was sent to take possession of the island of St. John; and Boscawen having appointed a squadron for the protection of Nova Scotia, he returned to England with four sail of the line. About the latter end of October he reached Scilly, where he fell in with a French squadron, consisting of six ships of the line; but notwithstanding their superiority of number, the enemy chose to decline an action, into which, as their ships sailed considerably faster than his, he in vain endeavoured to force them.

Boscawen, as Commander of the fleet in this expedition to Louisbourg, had no opportunity to bear a part in the military operations against that place; but the diligence, attention, and activity, which he showed in performing the duties of his station, entitle him to share in the glory of the enterprize; more especially as these useful qualities were sufficiently conspicuous on this occasion, to obtain the unanimous and cordial thanks of the House of Commons, which, on the 6th of December 1758, were delivered to him, in his place in the House, by Mr. Onslow, the Speaker, in the following terms:—

"Admiral Boscawen, the House have unanimously resolved, that their thanks should be given to you for the services you have done to the King and Country in North America; and, as it is my duty to convey their thanks to you, I wish I could do it in a manner suitable to the occasion, and as they ought to be given to you, now standing in your place, as a member of this House; but were I able to enumerate, and set forth in the best manner, the great and extensive advantages accruing to this nation from the conquest of Louisbourg, with the islands of Cape Breton and St. John's, I could only exhibit a repetition of what has already been, and is the genuine and uniform sense and language of every part of the kingdom; their joy too, has been equal to their sentiments upon this interesting event; and in

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their sentiments and joy they have carried their gratitude also to you, Sir, as a principal instrument in these most important acquisitions; you are now, therefore, receiving the acknowledgments of the people, only in a more solemn way, by the voice, the general voice, of their representatives in Parliament; the most honourable fame that any man can arrive at in this or any other country. It is on these occasions a national honour from a free people, ever cautiously conferred, in order to be the more esteemed, and be the greater reward; a reward which ought to be reserved for the most signal services to the state as well as for the most approved merit in it; such as this House has usually, and very lately, made their object of public thanks. The use I am persuaded you will make of this just testimony, and high reward of your services and merit, will be the preserving in your own mind a lasting impression of what the Commons of Great Britain are now tendering to you, and in a constant continuance of the zeal and ardour for the glory of your King and country, which have made you to deserve it. In obedience to the commands of the House, I do, with great pleasure to myself, give you the thanks of the House for the services you have done to your King and country in North America.

To which Admiral Boscawen, with his usual modesty, made the following reply:—

Mr. Speaker,

I am happy in having been able to do my duty, but have not words to express my sense of the distinguishing reward that has been conferred upon me by this House; nor can I enough thank you, Sir, for the polite and elegant manner in which you have been pleased to convey to me the resolution.

Having thus completely established his public character, he was soon honoured with a distinguishing mark of the favour of his Sovereign, being made a member of the Privy Council on the 2d of February, 1759. Some weeks afterwards he was again appointed to the command of a fleet of fourteen sail of the line, and two frigates, destined for the Mediterranean. He sailed from St. Helens on the 14th of April, and repaired to Toulon, with a view to watch the motions of the French fleet then lying at that port, under the command of M. de la Clue, and under orders to

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proceed to Brest, to join the grand fleet commanded by Conflans. To prevent the junction of these fleets, and to endeavour to discomfit that of De la Clue, were the principal objects of his instructions. He accordingly cruised off Toulon for some time, and in order to force the French Admiral to an engagement, tried every stratagem, and offered every provocation that his ingenuity could devise. But finding that De la Clue was not to be moved from his purpose by any artifice, Boscawen determined to put his patience to a stronger test and a more decisive trial. He, therefore, gave orders for the Culloden, Conqueror, and Jersey, three line of battle ships, to proceed to the entrance of the harbour, and to endeavour, either to cut out or destroy two of the enemy's ships, which lay moored there, under cover of the batteries. The execution of this hazardous and daring attempt was entrusted to Captain Smith Collis, an Officer whose dexterous intrepidity, in the former war, had conducted and accomplished a similar enterprise. On the present occasion he behaved with equal skill and gallantry; but the strength of the enemy's position rendered all his efforts ineffectual. When the English ships approached those of the enemy at the mouth of the harbour, the former were immediately assailed by a heavy fire, not only from the ships and fortifications, but from several masked batteries, on both sides of the entrance. The English supported this unequal contest with uncommon bravery, for upwards of three hours; but Captain Collis seeing no probability of any success, and finding his own ship almost entirely disabled, felt himself obliged to desist; and having made the signal to the Admiral for assistance, his ships were towed off by the boats of the fleet, from the midst of the enemy's fire.

In consequence of the damage sustained by the ships employed in this arduous service, Boscawen thought it prudent to repair to Gibraltar, in order to get them refitted. And the French Admiral taking advantage of the absence of the

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British fleet, and hoping to elude the vigilance of its Commander, put to sea with the resolution of passing the Straits, and proceeding to Brest. But the watchful prudence and strenuous ardour of Boscawen, gloriously frustrated his design. On the evening of the 17th of August, the French fleet was descried from the bay of Gibraltar. Boscawen instantly made the signal to chase, and in less than two hours the English fleet was out of the bay. He pursued the enemy all night, and at two o'clock the next day came up with them; when after an action of some hours, maintained on both sides with great valour, he obtained a complete victory; nearly one-half of the French fleet being either captured or destroyed. Nor was this victory less important in its consequences, than brilliant in its attainment; for by preventing the junction of the Toulon and Brest fleets, it effectually defeated the magnificent scheme of invading England, with which the French Minister had for some time amused the military ardour and romantic spirit of his countrymen.

The detail of this memorable action, we shall give in Admiral Boscawen's own words, taken from his public dispatch on the occasion:—

I acquainted you (says he), in my last, of my return to Gibraltar to refit. As soon as the ships were near ready, I ordered the Lyme and Gibraltar (the only frigates ready), the first to cruise off Malaga, the last from Estepona to Ceuta Point, to look out, and give me timely notice of the enemy's approach.

On the 17th, at eight in the evening, the Gibraltar made the signal of their appearance, fourteen sail, on the Barbary shore, to the eastward of Ceuta. I got under sail as fast as possible, and was out of the bay before ten, with fourteen sail of the line, the Shannon frigate, and Ætna fireship. At day-light I saw the Gibraltar, and soon after, seven large ships lying to; but on our not answering their signals, they made sail from us. We had a fresh gale that brought us up with them fast till about noon, when it fell little wind. About half an hour past two, some of the headmost ships began to engage, but I could not get up to the Ocean till near four. In about half an hour the Namur's mizen-mast, and both top-sail yards, were shot away,

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The enemy then made all the sail they could. I shifted my flag to the Newark: and soon after the Centaur, of seventy-four guns, struck.

I pursued all night, and in the morning of the 19th, saw only four sail standing in for the land (two of the best sailers having altered their course in the night), we were not above three miles from them, and not above five leagues from the shore, with very little wind. About nine the Ocean ran among the breakers, and the three others anchored. I sent the Intrepid and America to destroy the Ocean. Captain Pratten having anchored, could not get in, but Captain Kirke performed that service alone. On his first firing at the Ocean she struck, and Captain Kirke sent his Officers on board. M. De la Clue, having one leg broke and the other wounded, had been landed about half an hour; but they found the Captain, M. Le Compte de Carne, and several Officers and men on board. Captain Kirke, after taking them out, finding it impossible to bring the ship off, set her on fire. Captain Bentley, of the Warspight, was ordered against the Temeraire, of seventy-four guns, and brought her off with little damage, the Officers and men all on board. At the same time Vice-Admiral Broderick, with his division, burnt the Redoubtable, her Officers and men having quitted her, being bulged; they brought the Modeste, of sixty-four guns, off, very little damaged.

I have the pleasure to acquaint their Lordships, that most of his Majesty's ships under my command, sailed better than those of the enemy.

Inclosed I send you a list of the French squadron found on board the Modeste.

Herewith you will also receive the number of the killed and wounded on board his Majesty's ships, referring their Lordships for farther particulars to Captain Buckle."

List of the French Squadron under the Command of M. De la Clue.

L'Ocean, 80 guns, M. De la Clue; Le Redoubtable, 74 guns, M. De St. Aguan, burnt; Le Centaur, 74 guns, Sabran Grammont, taken; Le Souveraine, 74 guns, Panat; Le Guerrier, 74 guns, Rochemore, escaped; Le Temeraire, 74 guns, Castillon l'Aine, taken; Le Fantasque, 64 guns, Du lac Monvert, taken; Le Lion, 64 guns, Colbert Turgis; Le Triton, 60 guns, Venel; Le Fier, 50 guns, Marquisan; L'Oriflamme, 50 guns, Dabon, lost company coming through the Straits; La Chimere, 26 guns, Sauchet; La Minerva, 24 guns, Le Chev. d'Opede; La Gracieuse, 24 guns, Le Chev. de Fabry, lost company coming through the Straits.

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An Abstract of the Number of Men killed and wounded on board his Majesty's following Ships under my command, the 17th of August, 1759.

Ships.	*Killed.*	*Wounded.*
Namur,	13	44
Prince,		
Culloden,	4	15
Warspight,	11	40
Swiftsure,	5	32
Newark,		5
Intrepid,	6	10
Conqueror,	2	6
St. Alban's,	6	2
America,	3	16
Edgar, in charge of the prize ship,		
Centaur, lost company,		
Jersey,		
Portland,	6	12
Guernsey,		14
	56	196

EDWARD BOSCAWEN.

The object of the expedition to the Mediterranean being thus accomplished, Boscawen returned to England, where he was honoured with that distinction of which a British tailor should be most ambitious: the spontaneous applause and thanks of his countrymen! And his Majesty, as a reward for his eminent services, appointed him a General of Marines, with a salary of 3000l. a year.

Some months after his arrival, a complaint was preferred against him, for having caused some Dutch merchant ships to be searched on suspicion of their being laden with warlike stores. He acknowledged his having done so, but justified the propriety of the measure in the following letter, addressed to the Secretary of the Admiralty:—

SIR,

In answer to your's of the 4th instant, concerning a memorial of Messrs. Hopp, Boreel, and Meerman, complaining that I caused some Dutch merchantmen to be searched near Cape Palos, who were under convoy of the Prince William man of war, Captain Retting; and

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farther alleging, that notwithstanding the representations of this Captain, I detained some of them; I must observe, that having certain advice that the Dutch and Swedes carried cannon, powder, and other warlike stores to the enemy, I gave particular orders to the Captains of all the ships under my command, carefully to examine all the vessels of those nations bound to the ports of France. On the day mentioned in the memorial, being near Cape Palos, I made the signal for the Warspight, Swiftsure, America, and Jersey, to intercept some vessels then in sight, and which, on their approach, were found to be some Dutch ships, under convoy of the Prince William, bound to different ports in the Mediterranean, particularly two to Marseilles, and two to Toulon. They were as strictly searched, as could be done at sea, in the space of an hour, but as no pretext was found for detaining them, they were suffered to proceed on their voyage; and the Captains assured me that every thing passed with great civility and good order. I never received any complaint on this subject from Captain Betting, nor indeed had he an opportunity to make me any, as he continued his course to the Mediterranean, and I steered for Gibraltar, from whence I came soon after to England. As it is well known that the Dutch merchants assist the King's enemies with warlike stores, I think I did no more than my duty in searching the vessels bound to those ports.

I would have answered your letter sooner, but I was willing to inform myself first, from the Captains who are now in England, whether any thing had happened on occasion of this search, which they had omitted to mention in their report to me.

E. BOSCAWEN.

In the month of January 1760, he was sent with a small squadron to Quiberon Bay, to observe the motions of the enemy, and to endeavour to fall in with Conflans, who had again put to sea with the few ships with which he had effected his retreat, after the glorious victory obtained over him by Lord Hawke. But the weather was so stormy, that he found it unsafe to keep his station, and was, therefore, obliged to return to Spithead. Eager, however, to complete the destruction of the French fleet, he sailed a second time on the 6th of February; but meeting again with violent and adverse gales of wind, he was compelled to put into Plymouth, several of the ships of his squadron having sustained considerable damage. During the following summer, he

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and Sir Edward Hawke alternately commanded the fleet stationed in Quiberon Bay; but Conflans prudently remained in port, and these gallant Officers were never fortunate enough to attain the full accomplishment of their wishes.

This was the last public service in which Boscawen was employed. Being in a bad state of health, he retired, in the autumn of 1760, to his country seat, at Hatchland's Park, Surry, where he died of a bilious fever on the 10th of January, 1761, in the 50th year of his age.

His body was conveyed to Cornwall, and interred amongst his ancestors, in the parish church of St. Michael, at Penkevel, where a Monument, on which the following inscription is engraved, has been erected to his memory:—

Here lies the Right Honourable
EDWARD BOSCAWEN,
Admiral of the Blue, General of Marines,
Lord of the Admiralty, and one of his
Majesty's most Honourable Privy Council.
His birth, though noble,
His titles, though illustrious,
Were but incidental additions to his greatness.
History
In more expressible, and more indelible
Characters,
Will inform latest posterity,
With what ardent zeal,
With what successful valour,
He served his country,
And taught her enemies
To dread her naval power.
In command
He was equal to every emergency,
Superior to every difficulty.
In his high departments, masterly and upright.
His example formed, while
His patronage rewarded,
Merit.
With the highest exertions of military greatness,
He united the gentlest offices of humanity.
His concern for the interest, and unwearied

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Attention to the health, of all under
His command,
Softened the necessary exactions of duty,
And the rigours of discipline,
By the care of a guardian, and the tenderness
Of a father.
Thus beloved and revered,
Amiable in private life, as illustrious in publick,
This gallant and profitable servant of his
Country,
When he was beginning to reap the harvest
Of his toils and dangers,
In the full meridian of years and glory,
After having been providentially preserved
Through every peril incident to his profession,
Died of a fever,
On the 10th of January, in the year 1761,
The 50th of his age,
At Hatchland's Park, in Surry,
A seat he had just finished (at the expence
Of the enemies of his country).
And amidst the groans and tears
Of his beloved Cornishmen, was
Here deposited.
His once happy wife inscribes this marble,
An unequal testimony of his worth,
And of her affection.

DESCRIPTION OF PLATE LXXXV.

ACCOUNT OF BOURDEAUX.

THE city of Bourdeaux is situated in a very fruitful country on the banks of the river *Gironde*, about twenty leagues from its mouth. By the latest astronomical observations its latitude is laid down in 44. 50. N. and its longitude in 0. 40. W. It is fourteen leagues distant from the *Saintes*, thirty three from *Limoges*, forty from *Toulouse*, eighty-seven miles south of *Rochelle*, and 325 south-west of *Paris*.

This city is one of the most antient in France, and formerly the metropolis of Guienne. It was likewise the seat of an Archbishop, a Parliament, Intendency, Collection, Chamber of Imposts, Provincial Court, Country Bailiwick, Admiralty, and Marshalsea.

In the present geographical division of France, Bourdeaux is the capital of the Department of the Gironde, which Department is divided into seven districts, and seventy-two cantons.

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The harbour of Bourdeaux is capacious, and well secured. From its form it is called *Le Port de la Lune*, being like a crescent. The tide flows into it to a great height, by which means ships of the largest tonnage are brought up to the quay. The city is of a triangular form, and is well built. The newest as well as the finest part of the town is the square facing the harbour, which is adorned by two very noble buildings: the merchants' warehouse and the Exchange. In this square there was formerly a bronze statue of Louis the Fourteenth. The suburb of the Chartreuse likewise contains many fine buildings.

The town and harbour are defended by three forts, which were constructed by the famous Vauban. The citadel, called *Chateau Trompette*, partly serves to cover the harbour, and partly to keep the town in awe. It is magnificently built of entire pieces of square free stone; and, as the ramparts are not made of earth, but arched over, one may walk quite round them. The arsenal contains upwards of 6000 stand of arms. The other two forts *Le Chateau de Kau* and *St. Croix*, are not considerable.

The most remarkable antiquities of this place are, an ancient temple, dedicated to the tutelary Gods, but now almost entirely demolished; the palace of Galienas, built like an amphitheatre, and several aqueducts in different places.

There are several churches in the city, some of them very fine buildings. There is likewise a large cathedral of the Gothic structure.

In 1441, the Jesuits founded a college at this place. And in 1712, the King erected an Academy of Arts and Sciences, with a library, which once contained a select, though not a numerous collection. Besides this seminary, there were before the Revolution, three other places for public education.

The trade of Bourdeaux is very extensive, and its inhabitants consequently very opulent. The rich foreign traders here used to call themselves *negotiants*. The staple exports are wine and brandy, one thousand tons of which used to be sold at the time of the fairs, which were held twice a year, when about five hundred sail of merchant ships generally lay at anchor in the harbour. With a view to render the navigation of the Gironde easy as well as safe, a watch tower was erected about six miles below the town, called *La Tour de Cordouan*, which is lighted every night.

This was the birth place of Richard the Second of England; his father, the Black Prince, having resided here some years.

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To this short account of Bourdeaux, we shall subjoin the description given of it, in the year 1789, by Mr. Arthur Young, the most intelligent and accurate of our modern travellers in France.

"Much as I had read and heard of the commerce, wealth, and magnificence of this city, they greatly surpassed my expectations. We must not name Liverpool in competition with Bourdeaux. The grand feature here, of which I had heard most, answers the least; I mean the quay, which is respectable only for length, and its quantity of business, neither of which, to the eye of a stranger, is of much consequence, if devoid of beauty. The row of houses is regular, but without either magnificence or beauty. It is a dirty, sloping, muddy shore; parts without pavement, incumbered with filth and stones; barges lie here for loading and unloading the ships, which cannot approach to what should be a quay. Here is all the dirt and disagreeble circumstances of trade, without the order, arrangement, and magnificence of a quay. Barcelona is unique in this respect. When I presumed to find fault with the buildings on the river, it must not be supposed that I include the whole; the Crescent, which is in the same line, is better. The *Place Royale*, with the statue of Louis XIV. in the middle, is a fine opening, and the buildings which form it regular and handsome. But the quarter of the *Chapeau Rouge* is truly magnificent, consisting of noble houses, built, like the rest of the city, of white hewn stone. It joins the *Chateau Trompette*, which occupies near half a mile of the shore. This fort is bought of the King by a company of speculators, who are now pulling it down with an intention of building a fine square, and many new streets, to the amount of 1800 houses. I have seen a design of the square and the streets, and it would, if executed, be one of the most splendid additions to a city that is to be seen in Europe. This great work stands still at present, through a fear of resumptions. The theatre, built about ten or twelve years ago, is by far the most magnificent in France. I have seen nothing that approaches it. The building is insulated, and fills up a space of 306 feet by 165, one end being the principal front, containing a portico the whole length of it, of twelve very large Corinthian columns. The entrance from this portico is by a noble vestibule, which leads not only to the different parts of the theatre, but also to an elegant oval concert room, and saloons for walking and refreshments. The theatre itself is of a vast size; in shape, the segment of an oval. The establishment of actors, actresses, singers, dancers, orchestra, &c. speak the wealth and luxury of the place. I have been assured, that from thirty to fifty *louis* a night, have been paid to a favourite actress from Paris. Larrive, the first

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tragic actor of that capital, is now here, at 500 *liv.* (21*l.* 12*s.* 6*d.*) a night, with two benefits. Dauberval, the dancer, and his wife (Mademoiselle Theodore, of London), are retained as principal ballet-master and first female dancer, at a salary of 28,000 *liv.* (1225*l.*). Pieces are performed every night, Sundays not excepted, as everywhere in France. The mode of living that takes place here among merchants is highly luxurious. Their houses and establishments are on expensive scales. Great entertainments, and many served on plate; high play is a much worse thing; and the scandalous chronicle speaks of merchants keeping the dancing and singing girls of the theatre at salaries which ought to import no good to their credit. This theatre, which does so much honour to the pleasures of Bourdeaux, was raised at the expence of the town, and cost 270,000*l.* The new tide corn-mill, erected by a company, is very well worth viewing. A large canal is dug and formed in masonry, of hewn stone, the walls four feet thick, leading under the building for the tide coming in, to turn the water-wheels. It is then conducted in other equally well formed canals to a reservoir; and when the tide returns it gives motion to the wheels again. Three of these canals pass under the building for containing twenty-four pairs of stones. Every part of the work is on a scale of solidity and duration, admirably executed. The estimate of the expence is 8,000,000 *liv.* (350,000*l.*); but I know not how to credit such a sum. How far the erection of steam-engines to do the same business would have been found a cheaper method, I shall not enquire; but I should apprehend that the common water-mills on the Gironde, which start without such enormous expences for their power, must, in the common course of common events, ruin this company. The new houses that are building in all quarters of the town, mark too clearly to be misunderstood, the prosperity of the place. The skirts are every where composed of new streets; with still newer ones marked out, and partly built. These houses are in general small, or on a middling scale, for inferior tradesmen. They are all of white stone, and add, as they are finished, much to the beauty of the city. I enquired into the date of these new streets, and found that four or five years were in general the period; that is to say, since the peace, and from the colour of the stone of those streets next in age, it is plain that the spirit of building was at a stop during the war. Since the peace they have gone on with great activity. What a satire on the government of the two kingdoms, to permit in one the prejudices of manufacturers and merchants, and in the other the insidious policy of an ambitious

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Court, to hurry the two nations for ever into wars that check all beneficial works, and spread ruin where private exertion was busied in deeds of prosperity. The rent of houses and lodgings rises every day, as it has done since the peace considerably, at the same time that so many new houses have been and are erecting, unites with the advance in the prices of every thing; they complain that the expences of living have risen in ten years full thirty *per cent.* There can hardly be a clearer proof of an advance in prosperity.

ANECDOTES
RELATIVE TO THE
CAPTURE OF LA CHEVRETTE.

THE public, we believe, are still ignorant to whom the merit of this difficult and dangerous service ought to be attributed; we were for a length of time also misinformed on the subject; at present, being in possession of a full state of the case, from undoubted authority, it is our intention shortly to lay it before our readers, and we shall have great satisfaction in using our humble endeavours to uphold the fame of the gallant Officer who really performed this daring achievement.

It being, however, universally admitted, that boarding of the Chevrette in Cameret Bay, bringing her out in spite of the obstinate resistance of her crew, reinforced, and prepared for the occasion, and protected by the fire of numerous batteries within range of grape-shot, was one of the most brilliant exploits performed during the war, we think the following anecdotes, descriptive of individual exertion on that memorable occasion, will be acceptable to our readers.

Mr. Brown, Boatswain of the Beaulieu, after forcing his way into the Chevrette's quarter-gallery, found the door planked up, and so securely barricadoed, that all his efforts to force it were ineffectual; through the crevices of the planks he discovered a number of men sitting on the cabin deck, armed with pikes and pistols, with the fire of the latter he was frequently annoyed whilst attempting to burst in. He next tried the quarter, and after an obstinate resist-

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ance, gained the tafrail (the Officer who commanded the party was at this time fighting his way up a little farther forward), for an instant, whilst looking round to see where he should make his push, he stood exposed a mark to the enemy's fire, when waving his cutlass, he cried, "make a lane there," gallantly dashed among them, and fought his way forward, until he reached his old part, the forecastle, which the men, animated by his example, soon cleared of the enemy; here Mr. Brown remained during the rest of the contest, not only repulsing the French in their frequent attempts to retake his post, but attending to the orders from the quarter-deck, and assisting in casting the ship, and making sail, with as much coolness as though he had been on board the Beaulieu.

The Noble Lord who presides at the Admiralty, with that attention to merit, which ever distinguishes him, has promoted this gallant Officer to the Conqueror, a name truly apposite to his distinguished bravery.

Henry Wallis, Quarter-Master of the Beaulieu, was appointed by the Officer who commanded during the attack, to the Chevrette's helm. This gallant seaman fought his way to the wheel, killing one or two of the enemy in his progress; although severely wounded in the contest, and bleeding, he steadily remained at his station, steering the Chevrette out until she was in safety, from the fire of the batteries; on his Officer's saying, he was afraid his wounds were severe, the brave fellow said, it was only a graze and a prick with a cutlass, and would not prevent him from going again on such another expedition, and wished it were the following night. He knew there was an arduous and important service about to be performed by the boats of the fleet, and being among the volunteers from the Beaulieu, concealed the state of his wounds that he might not be laid aside. This brave man had served near seven years in the ship, and constantly distinguished himself on every service of danger or difficulty that occurred; was any extraordinary exertion required, Wallis was sure to be foremost. If a man had fallen overboard, he was always fortunately in the way, and either in the boat or the water; during the time he belonged to the ship nearly a dozen men were indebted to him for their lives, which he had saved by plunging overboard, sometimes even in a gale of wind, at the utmost hazard of his own. After this sketch of his character, it will be natural to suppose he possessed the confidence of his Officer; and his behaviour in this arduous contest, justified the high opinion entertained of his courage and perseverance.

Another of these brave fellows, Richard Smith, Quarter-Master, was desperately wounded while steering one of the boats,

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before they reached the corvette; after laying stunned for some time, he recovered himself, and was very much distinguished during the whole of the combat on board the Chevrette.

One of the top-men, who had been appointed to cut loose the sails, was wounded in the body and arm while boarding; after they gained a footing, the Commanding Officer observing him going aloft with his arm bleeding fast, desired he would wait while a tourniquet was put on; the brave fellow refused, saying, it would be time enough when he had performed his duty; he persevered, and did not descend until the sails were set; the enemy, among other precautions, having stopped the horses up, he was obliged to crawl out on the yard, and the exertion while aloft occasioned his wounds to bleed so profusely that he fainted the instant he came down. We are happy to say, this meritorious seaman is recovered.

JOHN WARE, Boatswain's Mate, lost his left arm by the cut of a sabre, while boarding; he fell into the boat, but having bound up the stump, returned to the charge, and behaved gallantly during the whole of the contest: he is now promoted to be Boatswain of the Beaulieu. It would be superfluous to say, that all these brave men have been attended to by the Lords of the Admiralty; those who are recovered have been promoted, others whose state will not permit of active service, we are sure will not be forgotten.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

PERMIT me to testify my esteem of the daring adventurers of the deep, by rescuing from oblivion a memorable achievement of a common sailor, in the destruction of a shark; and when the principle which prompted him to so unequal and hazardous a combat, and the intrepidity of the action itself are considered, abstractedly from the low and mean circumstances of the person, it will perhaps appear to be as heroic an instance of disinterested friendship and personal bravery, as any recorded in history. I am, Sir, &c.

G. H.

ABOUT the latter end of Queen Anne's reign, Captain John Beams, Commander of the York merchant ship, arrived at Barbadoes

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from England. Having disembarked the last part of his loading, which was coals, the sailors, who had been employed in that dirty work, ventured into the sea to wash themselves, there they had not been long before a person on board espied a large shark, making towards them, and gave them notice of their danger; upon which they swam back and reached the boat, all but one, him the monster overtook, almost within reach of the oars, and griping him by the small of the back, his devouring jaws soon cut asunder, and as soon swallowed, the lower part of his body, the remaining part was taken up, and carried on board where his comrade was. His friendship with the deceased had been long distinguished by a reciprocal discharge of all such endearing offices as implied an union and sympathy of souls. When he saw the severed trunk of his friend, it was with an horror and emotion too great for words to paint. During this affecting scene the insatiable shark was seen traversing the bloody surface in search after the remainder of his prey, the rest of the crew thought themselves happy in being on board, he alone unhappy that he was not within reach of the destroyer. Fired at the sight, and vowing that he would make the devourer disgorge or be swallowed himself in the same grave, he plunged into the deep, armed with a large sharp pointed knife. The shark no sooner saw him but he made furiously towards him; both equally eager, the one of his prey, the other of revenge. The moment the shark opened his rapacious jaws, his adversary dexterously diving, and grasping him with his left hand somewhat below the upper fins, successfully employed his knife in his right hand, giving him repeated stabs in the belly; the enraged shark, after many unavailing efforts, finding himself overmatched in his own element, endeavours to disengage himself, sometimes plunging to the bottom, then mad with pain, rearing his uncouth form (now stained with his own streaming blood) above the foaming waves. The crews of the surrounding vessels saw the unequal combat, uncertain from which of the combatants the streams of blood issued, till at length the shark, much weakened by the loss of blood, made towards the shore, and with him his conqueror, who, flushed with an assurance of victory, pushes his foe with redoubled ardour, and by the help of an ebbing tide, dragged him on shore, ripped up his belly, and unites and buries the severed body of his friend in one hospitable grave.

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WE beg leave to assure the Author of the following letter, that it is on all occasions our anxious wish, to observe the most scrupulous impartiality and accuracy in our Biographical Narrations; and consequently, when any mistakes we may have fallen into are shown to us, we shall be found, not only ready to correct them, but thankful to the person who enables us to do so. In the present instance he will do us the justice to believe, that in the mis-statements he has pointed out, it was very far from our intention to cast the smallest reflection on the character of Admiral MACBRIDE.

MR. EDITOR, *March* 15, 1802.

ON perusing page 99 of this volume, I perceive an error relative to the late Admiral Macbride, connected with the professional history of the late Captain Edward Thompson; viz. That after Lord Rodney's defeat of the Spanish fleet, Captain Macbride was dispatched by the Admiral to carry home the intelligence. The fact is, that Captain Macbride was *not dispatched*, but accompanied his prize, the Phœnix, now the Gibraltar, into Gibraltar Bay. Again, you state that Captain Thompson was sent with farther particulars, and arriving *sooner* than the other gentleman, was presented to his Majesty, and declined the honour of knighthood, which *Macbride afterwards accepted*. A very slight enquiry will satisfy you that this part of your statement is not correct; Admiral Macbride courted titles as little as any man, and died with no other than what accompanied him in his profession.

As I presume it is your desire to be faithful in your narrations, and to yield as much justice to one individual as another, I doubt not you will correct the above mistakes, which, as a constant reader and admirer of your useful work, I have thought it right to point out to you.

I am, Sir,

Your most humble Servant,

A CAPTAIN IN THE NAVY.

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ILLUSTRATIONS OF NAVAL HISTORY.

[Continued from Page 124.]

AND since several disputes formerly happened between the Vice-Admirals, and the Judges of the said Courts, in relation to their respective authorities, the late King James, when Lord High Admiral, in the reign of his brother, determined the same in the manner following:—

1. That the Vice-Admiral (as he is authorised by his patent), should proceed solely in the exercise of jurisdiction in the matters following, viz.

To enquire *per sacramentum proborum & legalium hominum, de omnibus & singulis quæ de jure, statutis, ordinationibus, vel consuetudinibus, Curiæ Principalis, Admiralitatis Angliæ, ab antiquo inquiri solent vel deberent.* That is, of all and singular those things which by the law, statutes, ordinances, or customs of the High Court of Admiralty of England, are, from ancient times, wont, or ought to be enquired into upon the oaths of good and lawful men.

To take possession, and have the custody of all goods wrecked, whether *Flotson*, *Jetson*, or *Lagon*, and all goods of felons and other offenders forfeited or found in that Vice-Admiralty; as also of all pecuniary mulcts and fines inflicted within the same, and the forfeitures of all recognizances, and all other Admiralty droits and perquisites, and to dispose of the same to the use of the Lord High Admiral, giving him a particular account thereof.

To use the seal committed to his custody in all writs and proceedings which concerned the exercise of his jurisdiction.

To receive the profits of anchorage, lastage, and ballasting of ships with sand within his Vice-Admiralty, if the same should not be especially granted to some other person, and to be responsible for the same.

2. And as for the power of the judge, it was determined as follows:—

That he should proceed alone in all matters of instance whatsoever between party and party; as to the giving oaths to all witnesses; to decree compulsories against such as should refuse to appear; to grant commissions for examination of parties, principal and witnesses; to take all manner of recognizances before him, and, as need should require, to declare the same to be forfeited; and to order all such things as might be requisite to be decreed and done, concerning any suit or matter depending in Court before him for the concluding

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thereof; and at last to give and pronounce sentence definitive, as the merits of the cause should require.

That he, by deputation from the Vice-Admiral, should alone take cognizance of, and determine all contracts made beyond the seas to be performed here, and of those which should be made here to be expedited beyond the seas, and this, notwithstanding the power thereof was particularly mentioned in the patent to the Vice Admiral.

That as to all matters of office (saving to the Vice-Admiral the power to enquire *per sacramentum & legalium hominum de omnibus & singulis, &c.* before mentioned, and saving also to him the collecting, and custody of all those things which belong to him by his patent), the judge should have power to impose fines upon offenders, commit them to prison for non-payment of those fines; to examine and commit any person taken and apprehended upon suspicion of piracy, and to proceed to the adjudication of goods forfeited and confiscable (saving to the High Court of Admiralty the right of proceeding against all such ships and goods for which any person should put in his claim there, and such as being of very great value, are there to be adjudged, as it hath always been accustomed), which are to be seized and taken into possession by the Vice-Admiral, who was to give intimation thereof to the High Court of Admiralty, and after condemnation thereof, to dispose of the same, and to be accountable to the Lord High Admiral, as directed by his patent.

And that there might be a right understanding between the Vice-Admiral and the judge (admitting the exercise of the judicial proceeding in, and sentencing of all causes depending in court to belong only to the judge as aforesaid), the Vice-Admiral was at liberty, at his pleasure, at any time to sit with the judge in court, in regard he might oftentimes be especially concerned in some matters of office depending in the said court, and that the appointment of the courts successively should be with his knowledge and approbation. And that if the judge should not keep courts, and do those things which are fitting to be done by his place, the Vice-Admiral might then, or his deputy, keep such courts, and judge, and receive the judge's accustomed fees.

INSTRUCTIONS GIVEN BY THE DUKE OF YORK, WHEN HIGH ADMIRAL, TO THE JUDGE OF THE ADMIRALTY.

The Lord High Admiral, having made these regulations between the Vice Admirals and the judges of those courts, he thought it fitting also to establish certain articles, and to enjoin the then judge of the High Court of Admiralty strictly to comply therewith, that so due care might be taken in the administering of justice, and that with dispatch, in regard the same was so absolutely necessary upon the score not only of the subjects of this kingdom, but of those of its allies also, which articles were as follows, viz.

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1. That he should be very careful and intent in the preventing all delays and subterfuges whatsoever in judicial proceedings, and, with particular application, give all possible dispatch to foreigners in their suits, and to seamen serving in merchant ships, about their wages, especially when they should be found entangled with dilatory exceptions or appeals. And that if he found any defects in the constitution, or abuses in the practice of the court, which could not be remedied otherwise than by his Majesty's authority, he should, upon considering thereof with the Advocate to the Lord High Admiral, represent the same to him, in order to the obtaining such farther regulations as to his Majesty should be thought fitting.

2. That he should, as much as in him lay, preserve the respect and reverence that ought to be in a Court of Justice, where foreigners, amongst others, might have frequent applications to make, and effectually to repress all insolent speeches and indecent behaviour, which could not but raise in the apprehensions of strangers both a scorn to that court, and a prejudice to all the judicial proceedings in the kingdom.

3. That he should lay before him an exact table of the fees usually paid for any monition, warrant, decree, sentence, instrument, copy, exemplification, or any other act, or thing whatsoever, payable to himself as Judge, or to the Register, Marshal, or any other person belonging to the court, which table was to be attested under the hands of the Advocate and Proctor to the Lord High Admiral, and those of the most ancient practitioners in the High Court of Admiralty, that in case it should appear such table had in it nothing differing from the table approved by his predecessors, Lords High Admiral, he might confirm the same under his hand and seal, and take such farther measures as might effectually restrain all exactions and demands, not justifiable by the said table.

4. To survey, with all possible exactness, all the records and writings in the possession of the Register of the Court, and, with the advice of his Advocate, to cause them to be digested in such a method, and deposited in such safe and convenient places as might best preserve them from damage or embezzlement. And that in every long vacation he should set aside some time to visit the said Registry, with the assistance of the Advocate and Proctor to the Lord High Admiral, and to give orders to the Register of the Court for the fair transcribing, and careful digesting the aforegoing year's records, so as that the same might be most ready and most useful to posterity.

5. Once in every year he was to call all the Vice-Admirals to account, on oath, in the High Court of Admiralty, as had been accustomed, for such droits and perquisites as should have come the

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preceding year into their hands, and effectually to proceed to the pronouncing their commissions void, in case any of the said Vice-Admirals should neglect, or refuse to give in their yearly accounts at the time accustomed. Nor was he, in any case, to content himself with the oaths of their proctors, solicitors, or servants, unless it should appear unto him that any of the said Vice-Admirals had exercised their office by one or more deputies, in which case he was to admit of his or their oaths, and of the accounts so exhibited; provided the Court were satisfied that his or their deputation was legal, sufficient, and not revoked at the time of his or their accompting. And in case it should so happen that any of the said Vice-Admirals or their deputies, could not conveniently attend to give in his or their accounts personally in court, he was then, with the consent of the Advocate and Proctor to the Lord High Admiral, to issue out a commission, in the usual form, to such persons of known worth and quality, as might receive their respective oaths and accounts in any convenient place within their jurisdictions.

Lastly, He was to endeavour to inform himself, from the aforesaid Vice-Admirals, and by all other methods in his power, what lords of manors, and what corporations within their respective jurisdictions, should either by violence usurp, or, under colour of grant or prescription, challenge to themselves the rights and droits of the Admiral, and from time to time to acquaint him therewith, that due course in law might be taken to rescue the ancient rights and royalties of the office from being altogether swallowed up by encroachments and usurpations.

THE FEE AND SALARY OF THE LORD HIGH ADMIRAL.

The aforementioned powers delegated by the Lord High Admiral to the Vice-Admirals, are much the same as those granted to him by the Crown, so far, I mean, as they relate to those particular branches of his office; and when the King doth not reserve to himself the rights and perquisites of Admiralty, the High Admiral's fee or salary is no more than three hundred marks a year, which he receives out of the Exchequer; but when he doth not enjoy those perquisites, his salary is 7000l. *per annum*, which perquisites are as follows, viz.

THE PERQUISITES OF THE LORD HIGH ADMIRAL.

All goods, debts, and chattels of traitors, pirates, murtherers, and felons, and of their accessaries and accomplices; as also of all felons *de se*, fugitives, convicts, attainted, excommunicated, and out-lawed persons, within the limits of his jurisdiction.

All goods that are found on the surface of the sea, as also jetson and lagon, treasures, deodands, and derelicts, together with all lost

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goods, merchandizes, and chattels found in the sea, or thrown out thereof; and all casual goods found upon the sea, or its shore, creeks, coasts, or sea-ports; as also upon fresh waters, havens, public rivers, rivulets, creeks, or other places overflowed, lying beneath the flux and reflux of the sea, or water at full tide, or upon the shores, or banks of the same, from the first bridge towards the sea.

Also anchorage of foreign ships upon the sea, or in havens or public rivers, or near the shores or promontories of any of the same.

All royal fishes, viz. sturgeons, whales, porpusses, dolphins, and grampusses; and, in general, all other fishes of an enormous thickness or fatness, which have by ancient right or custom belonged to the office of High Admiral.

All fines, mulcts, forfeitures, amerciaments, redemptions, and recognizances whatsoever that are forfeited; and all pecuniary punishments for transgressions, offence, injuries, extortions, contempts, and all other crimes whatsoever, inflicted, or to be inflicted in any Court of Admiralty.

PERQUISITES TO THE LORD HIGH ADMIRAL DISCONTINUED.

These perquisites, among others, were always enjoyed by the Lord High Admirals, until the year 1673, when the Duke of York, afterwards King James the Second, surrendering his patent, King Charles the Second appointed several of the great Officers of State to execute the employment, but with a very limited power, for his Majesty reserved to himself the disposal of all employments, as well as the droits of Admiralty, and the said droits or perquisites have continued in the Crown ever since; for when his Royal Highness Prince George of Denmark was appointed Lord High Admiral, and Thomas Earl of Pembroke and Montgomery, both before and after him, although both one and the other had the grant of all such perquisites in their patents, yet by deeds of gift they reinstated them in the Crown, and they have from time to time been applied towards defraying the public expences.

OTHER PERQUISITES TO THE DUKE OF YORK, WHEN LORD HIGH ADMIRAL.

I also find by the records in the Office of Admiralty, that, besides the perquisites mentioned in the patent to the Prince of Denmark, King James, when Duke of York, and Lord High Admiral, had several others annexed to his office. For in the year 1660, he rented out the public chains, by which ships were moored in the river of Thames, to Thomas Elliot, Esq. by a lease of fourteen years, at 600l. *per annum*, the said Elliot obliging himself to keep them in good repair,

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His Royal Highness also rented out all sea-weed, minerals, sand, gravel, and stone, lying between high and low water mark, over all England and Wales, the river of Thames excepted, at 400l. *per ann.*

He had also a duty on all ferries on navigable rivers, or arms of the sea below the last bridge; and in the year 1663, he made a grant of all the ferries in Ireland to Sir Maurice Berkeley; and in former times the Lord High Admiral had duties on light-houses and beacons.

He had likewise the one tenth part of all merchant ships, vessels, and goods taken from an enemy, either by ships of war or privateers, and appointed Commissioners to demand and recover the same, and his Advocate and Proctor in the High Court of Admiralty to assist them therein.

EXTENT OF THE LORD HIGH ADMIRAL'S JURISDICTION.

As to the present extent of the jurisdiction of the Lord High Admiral, or Commissioners for executing that office, it is over Great Britain, Ireland, and Wales, with the dominions and islands of the same; as also New England, New York, East and West Jerseys, Jamaica, Virginia, Barbadoes, St. Christopher's, Nevis, Montserat, Bermudas, and Antigua, in America, and Guinea, Binny, and Angola, in Africa, with the islands and dominions of the same; and all and singular other plantations, dominions, and territories whatsoever in parts beyond the seas, in the possession of any of his Majesty's subjects.

RELATING TO THE CONDEMNATION OF PRIZES AT HOME AND ABROAD.

When war is declared against any Prince or State, the Lord High Admiral, by his memorial to the King in Council, prays that he will be pleased to direct the Advocate for the Office of High Admiral in the Court of Admiralty, to prepare, and lay before his Majesty for his royal approbation, the draught of a commission, authorising him the said Lord High Admiral, to empower the High Court of Admiralty in the foreign governments and plantations, to take cognizance of, and judicially proceed upon all, and all manner of captures, seisures, prizes, and reprisals of all ships and goods seised, and to adjudge and condemn the same, according to the course of the Admiralty and law of nations; as also all ships and goods liable to confiscation pursuant to the respective treaties with his Majesty, and other Princes and States.

RELATING TO LETTERS OF MARQUE OR REPRIZALS.

The Lord High Admiral also humbly desires his Majesty's directions in Council to his Advocate General in the High Court of

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Admiralty, and to the Advocate to the Office of High Admiral in the said Court, to prepare, and lay before his Majesty, a commission, authorising him the said Lord High Admiral, to issue forth letters of marque and reprizals to those he shall deem fitly qualified, to seize the ships or vessels belonging to the Prince against whom war is declared, his vassals and subjects, or any within his countries and dominions, and such other ships, vessels, and goods, as are, or shall be liable to confiscation, pursuant to treaties between his Majesty and other Princes, States, and Potentates. And, by like directions of the King in Council, the Lord High Admiral's Advocate in the Court of Admiralty prepares, for his royal approbation, instructions to commanders of merchant ships to whom such letters of marque or reprizals shall be granted, the substance of which instructions are as follows, viz.

INSTRUCTIONS TO THE COMMANDERS OF PRIVATE SHIPS OF WAR.

1. They are empowered to seize all ships of war, and other vessels whatsoever, as also the goods, merchandizes, vassals, and subjects of the Prince or State against whom war shall be declared; as also all other ships and vessels that may have contraband goods on board; but to take care that not any hostilities be committed, nor prize taken, within the harbours of Princes and States in amity with his Majesty, or in rivers or roads within the reach of their cannon.

2. To bring such prizes as they take either to some part of this kingdom, or to carry them to any of his Majesty's foreign colonies and plantations, where there are Courts of Admiralty, as it may be most convenient for them, in order to their being legally adjudged. And here it may not be improper to observe, that there is no other appeal from the said Courts of Admiralty abroad, with relation to prizes, than to a Committee of his Majesty's most Honourable Privy Council, particularly appointed to hear and determine therein.

3. They are to produce before the Judge of the High Court of Admiralty, or the Judges of the Admiralty Courts in the foreign governments, three or four of the principal persons who belonged to the prize, that so they may be examined and sworn, touching the interest and property of such ships, goods, and merchandizes: as also to deliver to the Judge all papers found on board such prize, and to produce some person who can make oath that those papers were actually found on board at the time of capture.

4. To take care that not any thing belonging to the prize be embezzled before judgment be given in the High Court of Admiralty, or by the Courts abroad, that the said ship, goods, and merchandizes are lawful prize; and not to kill any person belonging to such ship

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in cold blood, or to treat them otherwise than according to custom in such cases.

5. They are forbid to attempt, or to do any thing against the true meaning of any article, articles, treaty, or treaties depending between the Crown of Great Britain and its allies, or against the subjects of such allies.

6. It is declared lawful for the captors, after condemnation, to sell or dispose of such prizes, with the goods and merchandizes on board them, such only excepted as by Act of Parliament ought to be deposited for exportation.

7. They are required to aid and assist any ship or vessel of his Majesty's subjects that may be attacked by the enemy.

8. Such persons who shall serve on board merchant ships with commissions of marque or reprizals, are in no wise to be reputed or challenged as offenders against the laws of the land.

9. The merchants or others, before their taking out such commissions, are to deliver in writing, under their hands, to the Lord High Admiral, or Commissioners for executing that Office, or the Lieutenant or Judge of the High Court of Admiralty, an account of the name and burthen of the ship, with the Captain and owner's names, her number of guns and men, and for how long time she is victualled.

10. The Commanders of such ships are to hold a constant correspondence with the Secretary of the Admiralty, and to give an account of the designs or motions of the enemy's ships, as far as they can discover or be informed thereof, as also of their merchant ships and vessels, and whether bound either out or home.

11. They are restrained from wearing the King's colours, commonly called the Union Jack, and pendant; but, besides the colours borne by merchant ships, they are allowed to wear a pendant, together with a red jack, with the Union Jack described in a canton at the upper corner thereof next the staff.

12. They are required, upon due notice given them, to observe all such other orders and instructions as his Majesty shall think fit to direct.

13. It is also farther declared, that those who violate these instructions shall be severely punished, and be obliged to make full reparation to persons injured.

14. Before letters of marque or reprizals are issued, it is required that bail be given in the High Court of Admiralty, before the Judge thereof, in the sum of 3000l. if the ship carries above a hundred and fifty men, and if a lesser number 1500l. to make good any damages that shall be done contrary to the intent, and true meaning

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of their instructions, and (in case the whole of the prizes is not given to the captors), to cause to be paid to his Majesty, or such person as shall be authorized to receive the same, the full tenth part of the prizes, goods, and merchandizes, according as the same shall be appraised, as also such customs as shall be due to the Crown.

When his Majesty in Council hath approved of the aforementioned draught of instructions and commissions, and that the latter have passed the great seal of the kingdom, they are registered in the High Court of Admiralty, and the Lord High Admiral issues out warrants to the Judge of the said Court, to grant letters of marque or reprizals in his Majesty's name, and his own, under the great seal of that Court, who annexes thereunto the proper instructions, and takes bail, as aforesaid.

THE LORD HIGH ADMIRAL EMPOWERS THE COURTS OF ADMIRALTY TO TRY PRIZES.

The Lord High Admiral doth also, by his warrant, will and require the High Court of Admiralty, and the Lieutenant and Judge of the said Court, as also the Courts of Admiralty abroad, to take cognizance of, and judiciously proceed upon all, and all manner of captures, seisures, prizes, and reprizals, of all ships and goods taken from the enemy, and to adjudge and condemn all such ships, vessels, and goods, whether taken by ships of war or those which have letters of marque or reprizals; as also such other ships, vessels, or goods, as may be liable to confiscation, pursuant to the respective treaties between his Majesty and other Princes and States; and if the Crown doth grant to the captors the whole of the prizes taken by them, a declaration is issued, by which the shares of the said prizes is directed to be divided as follows, viz.

SHARES OF PRIZES, WHEN THE CROWN GRANTS ALL TO THE CAPTORS.

To the Flag-Officer, when there is any such concerned in the capture, $\frac{1}{3}$th part of the whole, and to the Captain $\frac{2}{3}$ths; but if there is not any Flag-Officer who hath a right to a share, then the Captain is to have - - $\frac{3}{8}$ths

To the maritime Captain, if any, Lieutenants of the ship, and Master, - - - - - $\frac{1}{8}$th.

To the Marine Lieutenants, if any, Boatswain, Gunner, Carpenters, Master's Mates, Chirurgeon, and Chaplain, $\frac{1}{8}$th.

To the Midshipmen, Carpenter's Mates, Boatswain's Mates, Gunner's Mates, Corporal, Yeomen of the Sheets, Coxswain, Quarter-Master's Mates, Chirurgeon's Mates, Yeomen of the Powder Room, and the Serjeant of the Marines, - - - - - $\frac{1}{8}$th.

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To the trumpeters, quarter-gunners, Carpenter's crew, Steward, Cook, Armourer, Steward's mate, Cook's mate, Gunsmith, coopers, swabbers, ordinary trumpeters, barber, able seamen, ordinary seamen, volunteers by warrant, and marine soldiers, if any, - - - $\frac{2}{8}$ths.

And where there are no marine Officers or soldiers on board, the Officers and soldiers of land companies, if any, have the like allowance as is appointed for them. But in case any Officers are absent at the time of capture, their shares are to be cast into the last article.

VICE-ADMIRALS HAVE NO AUTHORITY OVER CAPTAINS OF SHIPS OF WAR.

I have before recited the powers given to a Vice-Admiral of one of his Majesty's foreign governments, by which some of them have been led into an opinion that they are thereby invested with authority to command and controul all things done on the seas within the limits of the said Vice-Admiralties, nay even to wear a Union or jack flag (the same which is borne by the Admiral of the Fleet), on board his Majesty's ships appointed to attend thereon, and to displace the Officers of such ships, and appoint others in their room: but far are they from having any such authority; for, by the same parity of reason, any Vice-Admiral of a maritime county in Great Britain (their powers being alike), may lay a claim to the exercising maritime jurisdiction within the limits of his Vice-Admiralty, and of placing and displacing Officers of ships of war at his pleasure, when they happen to come within his reach.

ADMIRALTY JURISDICTION OBSTRUCTED ABROAD.

It is but too obvious how much the jurisdiction of the office of High Admiral hath been infringed and obstructed in his Majesty's foreign governments and plantations, by some who have assumed to themselves an authority which was never intended them, and is, indeed, inconsistent with the nature of their office, either as Governor or Vice-Admiral; and this little regard shewn to Admiralty jurisdiction hath frequently occasioned no small disorder and confusion; for while the Governors endeavour to wrest the whole authority to themselves, the provincial Judges, under such umbrage, very much perplex, if not entirely over-rule the proceedings of the Courts of Admiralty; and till some effectual methods shall be taken to restrain the Governors herein, there is but little hopes of such a good harmony between them, the Commanders of his Majesty's ships appointed to attend on their governments and the Officers of the Courts of Admiralty, as were to be wished, and is absolutely necessary.

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PHILOSOPHICAL PAPERS.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

IF the following observations may merit a place in your very useful and entertaining Work, they are at your service for insertion.

IT may appear surprising that notwithstanding the seeming perfection to which Ship-building is brought, and the great number of tracts which have been written to elucidate the subject, there are some who maintain it is yet in its infancy, whilst others conceive it to have attained the utmost correctness. Though I cannot agree with the first of these opinions, yet I differ very widely from the last. When as much has been done towards the attainment of correctness in any art as it seems to admit of, we are too apt to rest satisfied with what we know, and to relax our endeavours to advance and improve it. But it is observable in all mechanical arts, that however perfect they appeared at their first invention, they have obviously been defective, and admitted of many corrections and additions. So it was with ship-building an hundred years ago, and at every other period from that time to this, and so it is at the present moment, that we in general believe we have either gained the grand desideratum, or that human ingenuity is exhausted in its efforts on the subject. Yet it may be inferred from what we have universally known of progressive improvement, that the next may surpass the present age as much as it surpassed the age which preceded it. The progress of improvement is slow, moreover there is an attachment to old modes and customs, which too often prevails even against actual experiment. Innovations and reform are intruders on old systems, which it is next to sacrilege to impugn; but when fair and impartial investigation is admitted, musty systems are often exploded, and habitual errors detected and reformed, in despite of the old maxim, that it is better to trudge on in the old rut, than take the trouble of getting out to gain a fair surface. However, neither speculative men or ship-builders themselves are yet actually agreed upon what that form or mould of a vessel ought to be which might prove best suited to the purposes of navigation. One error, however, seems to prevail, which I think derives its origin from a false or mistaken principle, that is, in moulding the hulls of ships very much to resemble the body of a water-fowl as it sits or swims upon the water, as if nature pointed out, as some aver, a model in this respect for our instruction. But it must

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be admitted that the purposes of nature are very different from those of art; the fowl possesses an active or self moving principle, the ship is a passive machine, and must have motion impressed upon it. A ship in its present form and by necessity must sink deep in the water, and remove and be impeded in her progress by a quantity of that fluid in proportion to her weight and dimensions. A fowl does not move through the water but glides upon it, but if a weight were placed upon its back, its facility of motion would of course be impeded in proportion to the increased quantity of water it must necessarily remove. Moreover that portion of a bird which lays on or enters the water, is in no sort of a taper form from breast to tail, but the reverse; 'tis the wings only which give the body that taper appearance, so that in fact the bodies of all birds are more bulky behind than they are before, and whether swimming or flying their after parts present the greater surface.

It must, however, be admitted that fish in general are of a taper form, but it does not follow that that form is given them merely for the purpose of swimming to the greatest advantage, the phoca or sea-calf, which is differently formed, will catch a salmon by dint of swimming. There is a natural and indispensable cause which requires that a fish be formed more bulky before than behind; first, it is necessary that the heads and mouths be large, for the purpose of catching with more certainty and in greater quantity, that kind of fluctuating food on which they subsist; again, there is a great space necessary for the stomach, food, guts, heart, spawn, lungs or air-bag, &c. Great strength of muscle is required to support and give motion to the head and fins which lay before. Nature, which at the same time has a great eye to ornament, may have conferred that shape in a special degree on her favourite fish, not only as the best suited to their various functions, but to afford them a more agreeable appearance in their watery element. Ship-builders, perhaps, sometimes stretch a little too far on this refined principle in giving too much to ornament and too little to use. 'Tis true that some moulds of ships exhibit great taste and beauty, and seem to sit as trim upon the water as a sheldrake; but that appearance, though it be agreeable to the eye, may not be the best for progressive motion, it certainly is not for stowage; but whether it is best, even on motive principles may be questioned, as, I believe, it has been ascertained that a ship will move with equal facility stem or stern foremost, but whether with equal velocity, I believe, has not been tried. But if neither end excells, both must be equally good or equally bad, and yet they are extremely different in form. From which presumption the conclusion may be drawn, that the acute or obtuse end of an

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oblong body moving through the water, in either direction, meets equal resistance, and yet there is a great deal wanting to the elucidation of this point, as much may depend on the degree of velocity to which two bodies of the same weight and surface, but of different forms, may be urged, as the same force which will greatly accelerate the one, may prove quite inadequate to accelerate the other in a like degree; but if the power or force be feeble which draws or impells two bodies of the above description, and in consequence their motion slow, they will be found to move nearly equal spaces in equal times. In as much as any medium, whether dense or rare, is opposed by the increased velocity of any body passing through it, an increased resistance is opposed to such body more or less, according to its form. If a drop of rain, which is a perfect sphere, fell from a cloud with an increased velocity, corresponding, as is generally supposed, to the squares of the distance or space it passes through, it would be felt very sensibly indeed, perhaps not less so than a musket ball falling from a height of eight or ten feet upon the head; yet of all forms the spherical is that which meets least resistance, whether its motion be slow or rapid, in passing through any medium, whether dense or rare. This form Nature universally approves as the best suited to her purposes, so far as they relate to inanimate matter designed for motion. A drop of rain falling from a cloud, or a drop of melted lead falling from an elevation, must of necessity take that form, the atmospheric pressure being equal on all sides, and being the most compact and least subject to friction. A cannon-ball let fall from any height in the air, or from the surface into deep water, will fall in a direction perpendicular to the point from whence it departed, but a bar of iron let fall in like manner, will, even before it gains great velocity, shoot off at an angle from a downright direction, and of course will traverse more space and be longer arriving at the bottom than the ball of equal weight. But even a cannon-ball will not, in my opinion, fall with an accelerated motion corresponding to the squares of the space through which it passes, and much less will a falling body of any other form agree with that doctrine. In proof of which there was *viva voce* evidence in one of the two persons in France who fell from a balloon at the height of three thousand feet, and who not only survived the fall for some moments, but retained his senses and spoke. Can it, therefore, be supposed that had he fallen with an increasing rapidity according to the doctrine of falling bodies, that he would not have been bruised to a jelly or dashed to pieces against the earth, which certainly would have been the case had he fallen through a vacuum. These persons were obstructed or opposed in their fall as by a violent storm blowing upright against them, just

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as the rider on a fleet horse at full speed, always feels a strong wind in his face, even though it be in his back at setting out.

The human frame meets more resistance in passing through any medium than any animal of equal bulk, which proceeds from its upright position, and presenting an angular surface the most remote to a spherical form, therefore all bodies, in proportion as they differ from that, in as much they will be subject to indirect motion and augmented resistance, yet a round figure is rejected by all naval architects, except in that tendency to it at the bows of a ship; nor do I find that any experiment has ever been made on any vessel of magnitude for naval purposes, of that form, which may be owing to the numerous objections, whether well or ill founded, that can be urged against it; such as that a ship of hemispheric figure, having a round bottom like a bason, would be unsteady on the water, would require a shifting rudder, yet not steer well, make little way in the water, from not having length, would be inconvenient in narrow rivers, and not lay well in a birth, and be impassable into docks, &c. &c. Then it may be answered, that such a formed vessel would carry both greater weight and bulk, and draw less water, could not overset, would require no shifting or handing of the sails or yards, as turning the ship round a few points more or less would answer the purpose, could not miss stays, and would be equally steerable in all directions that the wind would permit, and perhaps make less lee way, as wind and waves would have less effect upon her windward side, being convex, than on a flat surface; beside, laying more on than in the water, it might be supposed that such a rotund figure would be least subject to resistance. However, that an experiment on such a vessel will never be made is probable, and yet it is generally admitted, that there may be some other construction of a ship that would answer the purposes of navigation better than any model yet adopted. I shall only add to these cursory observations, that there appears not to be a due proportion of strength in all the parts and members of a ship, some parts seem too strong, whilst others seem too weak. In Indiamen the floor timbers are not connected with the keel so firmly as they might be, merely, I believe, for the accommodation of the water-way; and from want of sufficient stiffness in that direction, the parts are subject to strain and open in blowing weather. Nor do I think that the manner of planking ships' sides is the most secure or best in any respect. Planks four or five inches thick, cannot, even with great labour, on account of their stiffness, be brought so fully and closely home in all parts to the ship's timbers as they ought, nor can they be so well jointed. Beside in many planks there are shakes, rents, and fissures, which open and tear with the weather, absorb wet, which caulking does not always prevent, but often renders more

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injurious to the plank; it may, therefore, and for other reasons too, be worth consideration, whether in place of single planks of such thickness, three layers of thin plank were substituted:—the first, or that next the timbers, to be half-inch, well jointed, and pitched at ends and edges, as well as the inner surface next the timbers, which ought also to be well pitched, and these thin planks nailed home whilst the pitch is yet warm. The second layer of plank to be inch thick, well-jointed, and pitched between this and the former, and in like manner nailed close, that neither air or water may find a space between. The third or outer plank, to be inch and half, well-jointed, and put on in like manner, and without trunnels, which always draw water into a ship, and might tear these thin planks in driving. The thickness of the planks might be a little increased or diminished according to the size of the ship. The seams of the first or inner planks being cut or covered by the second layer, and the second by the third, would render the ship very little subject to leakage, however she might strain. Very little or no additional expence would attend this mode of planking, and the work being more handy and light, might be executed in as short a time: nor can it be doubted that this triple layer of plank, though but three inches thick, might prove to be full as strong and sufficient as single plank four inches thick. But if in addition to this mode of planking, the interior parts between the timbers, planks, and lining, were saturated and filled up on Mr. Bosquet's patent principle for preventing the rapid decay of ships, &c. &c. I think that caulking would not be necessary, and that many other great advantages would result from it.

In respect to the masts of ships, I may say with some confidence, that they are much too thick and heavy at both extremes, particularly the lower. The mast in fact would not be weaker if it tapered gradually from the upper-deck to half its thickness at the keel; so in like manner from a few feet above the deck to its upper end. The great stress is near the centre, and where the mast generally fails, it being as the fulcrum to each extreme, where, particularly at the butt or lower end, very little power is required. If this were considered in the forming of masts, much timber might be saved.

The manner too of masting ships, I think objectionable, as it is unhandy, expensive, and often tedious; the operation requiring much power and many hands, whether by the shears, or by that expensive machine erected at Blackwall by Mr. Perry. It is not my purpose to find fault further than it may tend to improvement or stimulate others to investigation, and I will, therefore, from these motives, endeavour to support my objections to the present method of masting, by risking my opinion on what I conceive to be a better one. [*To be continued.*

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HISTORY OF

THE PORT OF PLYMOUTH, PLYMOUTH DOCK, AND THEIR ENVIRONS.

Compiled from several scarce Manuscripts and Books of Authority, from the earliest Period to the Year 1801. *With Notes and Observations.*

By B. R. HAYDON, *Plymouth.*

(Continued from page 132.)

WHILE the enemy was busied about Mount Stanford, we had begun to raise a work upon Haw Start, where our men retreated after they were beaten from Mount Stanford, which being unfinished, and the same wearied men enjoined to keep it till next morning (for we had no other), the townsmen refusing to go over for fear of the enemy's horse, quitted that place also, which the enemy soon after seized upon, and have there built a fort and divers batteries to hinder shipping from coming into the harbour, and others to shoot into the town and at our windmill on the Hoe, but notwithstanding, they have done no harm to any ship or boat that hath passed in or out for these two months past, nor hath any shot of the many hundreds they have sent into the town from thence, done the least hurt to man, woman, or child (except one woman hurt in the arm by a stone), and but little to the houses, save that they shot off one vane of the windmill, which was presently new grafted; so that by experience we find the loss of Mount Stanford was the wonderful providence and goodness of God towards us, which had we kept, we must necessarily have lost the best part of our strength in the defence of it; our ships being beaten out of Catwater before we lost Mount Stanford, by the enemy's cannon planted at Asen, and by a battery under Mount Edgcumbe, on the other side, from riding between the island and the main, so that they were fain to take Mill Bay for a sanctuary; nay, rather the loss of that was infinitely advantageous unto us, in the nearer uniting of our small strength for the defence of the town, and the offering an opportunity to us to seize upon the fort and island of St. Nicholas, the most considerable strength in the kingdom, which then were utterly destitute of provisions, ammunition, or any thing else necessary for the defence of them: of which neglect, the authors of it, account may be given to the Parliament in due time; for in the very instant of the loss of Mount Stanford, while all men stood in doubt of the issue, Colonel Gould, by order from Colonel Ward, late Commander in Chief, took possession of both those places, and afterwards settled stronger garrisons with store

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of provisions and ammunition of all sorts in the said fort and island; the securing whereof, and at the request of the well-effected of the town, of four Deputy Lieutenants in them, of whose unfaithfulness to the State the townsmen had great suspicion, we have found since to be a most effectual means under God to preserve the town, for these persons and places being secured and victualled, the town, which before was altogether divided and heartless in its defence, now grew to be united with a resolution to stick by us in the defence thereof, partly out of fear, knowing that the fort and island would be goads in their sides if the town should be lost; but especially from their assurance of our real intention to defend the town to the last man by securing of those four Deputy Lieutenants whom they suspected, and by the many asseverations and resolutions of the Officers, that they would, when they could defend the town no longer, burn it to ashes, rather than the enemies of God and his cause should possess it, which resolution of theirs they confirmed by joining with us in a solemn vow and covenant for the defence of the town.

The enemy thus possessed of Mount Stanford, accounting now all to be his own, sends a trumpet to us with a summons, which was answered in silence. The same day Mount Stanford was taken, the enemy made an attempt upon Lypson work, but was repulsed with loss.

The 11th November, a party of horse and musqueteers, were commanded out to Thornhill to guard in wood and hay, but they transgressed their orders, and pursued some of the horse of the enemy to Knocker's Hole, killed a Captain and some common troopers, and took some prisoners; but staying too long, drew the main body of the enemy's horse upon them, and Major Leyton striving to make good their retreat, was taken in the rear, after he had received five wounds.

And now the enemy having refreshed his men, and having secured his new gotten purchase of Stanford, about the 16th of November, sits down on the north side of our town, we in the mean time being busied in mending up some hedges that were formerly pulled down between the works: the outer line of communication we yet have scarce defensible against the stormings of horse, yet such places we must now resolve to defend upon equal terms with the enemy, for the works are at such a distance from each other, and the grounds so uneven, that an enemy may in some places approach within the works, without any molestation by them.

On the 18th of November, 1643, the enemy planted his battery against Lypson work, but could not approach within musket shot to

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batter our work at Lypson, in regard of a deep valley between, by reason whereof, after three days battery, they did little execution.

About this time one Ellis Carteret, a malignant mariner, was accused and laid fast, for tampering with Roger Kemborn, the chief gunner of Maudline work, to blow up the said work, the powder room being buried in it, and he having the keys, which was discovered by the said Kemborn, after he had concealed it divers days, God not suffering his conscience to give him rest till he had revealed it. On the apprehension of Carteret, Henry Pike, a vintner, and Moses Collins, an attorney, two notorious malignants, conceived to be privy to this tamper, fled to the enemy, and upon the 3d day of December, being Lord's day, the enemy (as is credibly informed), guided by these two renegadoes, with four hundred musqueteers, three hours before day, surprised our guard at Lory Point, and in it three pieces of ordnance. The work is but a half-moon, and the guard there placed only to give the alarm if the enemy should approach Lory Point over the sands when the tide is out. By which means the enemy coming under Lypson work (being a false variable ground to them, by reason of its steepness), and coming on the back of our guard, easily surprised it. The alarm being given to the town, 150 horse and 300 musqueteers, at break of day, were ready to fall on upon the enemy that were possest of our work, which the enemy at Mount Stanford perceiving (for we fell on the south side of the hill from the enemy's view), gave the main body of the enemy, which was in quarters at Compton, Buckland, Widey, and Knocker's Hole, all in arms, a warning piece, upon which Prince Maurice and all the gallantry of their army, with five regiments of horse and four of foot (having in the night made their way with pioneers), advanced under protection of their own ordnance, and a hedge, which they possest, where we usually had our sentries, and where since we have built a work, under Lypson, to the assistance of those who in the night had surprised our guard; we were in hopes to have beaten off the enemy before their seconds came up, and with horse and foot falling resolutely on them, met with strong opposition, and Captain Wansey, a gallant man, charging at a gap which formerly he knew to be open, but now made up by the enemy, was unfortunately slain, which made our horse give ground, and both horse and foot after an absolute route for three fields together, at which time some of the enemies horse mixed themselves with ours, and came within pistol-shot of the walls, and were killed or taken, when a stand being made upon the height of the hill above Lypson work, and fresh men being drawn from several guards, our men being encouraged, we held our ground for several hours, during which time our ships at Lory Point seeing our

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guard were taken, entertained a parley with the enemy, and so stood neuter till we had beaten the enemy to a retreat, for which some are in question for their life. The enemy likewise sent a trumpet to Lypson work to summons it, and was answered with a cannon. After the trumpet was ordered to depart, and we having gotten together a small Drake * planted in the crossway, discharged it four or five times on the enemy's horse with good execution, and giving a sign by sound of drum when our several commanded places should fall on, the enemy began to give ground, and some two hundred of the trained bands of the town being come to our assistance, and a party of some sixty musqueteers sent about to play on the backs of the enemy, was no sooner perceived by the enemy but he commanded a retreat, which was followed so close by us, that it was little better than a hasty flight, for retreating most partly over the Lory, and not the same way they came on, their rear guard of horse, of about one hundred, being cut off from their way of retreat, were forced into the mud, between Lypson work and Lory Point, and the horse were taken or drowned when the sea came in, some of the riders crawling through the mud hardly escaped; many of the enemy were killed in their retreat by our horse and foot, and by the ships at Lory Point, who then grew honest again; of the prisoners we took a Captain Lieutenant of horse, and one Langford, a priest, that was a Captain, and some thirty soldiers, and thirteen barrels of powder, two teams of horses with furniture, by which they were drawing up our ordnance against us. Of ours the enemy took in our first retreat, one Captain, one Lieutenant, one Ensign, forty common men, besides a Captain and twelve men killed, and 100 more wounded, of whom some are since dead. The Lord showed himself wonderfully in our deliverance, in that when the enemy had gotten a ground of advantage, and were ten to one against us, yet was pleased by our handful to drive them back another way than they came. The same day the enemy with horse and foot assaulted Penny-Corn-Quick work, and were repulsed with much loss. The enemy being thus repulsed, suffered us to be quiet (as his usual manner was), for fifteen or twenty days after, in the mean time gathering his routed troopers, save that one night he fell upon a work we were raising under Lypson, called Lypson Mill work, for the prevention of the enemy's incursion again that way, and partly slighted it, our guard there quitting it without a shot, from which they suddenly entered it again, and the work was re-edified.

* A small cannon so called.

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Upon the 18th of December, the enemy began to batter, but by reason of our counter battery, which played constantly into their works through their ports, whereby their men could not stand safely by their ordnance, we having the advantage of playing down upon them from a commanding ground, the enemy in two days time, could do no good with his batteries, but on Wednesday night, the 20th of December, through the carelessness of the Captain of the guard, that sent out sentries *perdue*, it being a wet and dark night, the enemy raised a square work, with the help of a corner of a field, within pistol shot of Maudlin work, almost in a direct line between that and Penny-Corn Quick, which if they had held might have cut us off from the relief of that work.

In the morning of the 21st day of December, as soon as it was discovered, the ordinary guard there, being some threescore men, fell on in hope to have regained it without any more help, but found their work guarded with two or three hundred men, and so were fain to retreat till help came from the town; and then about nine of the clock in the morning, having horse and foot in readiness, we fell upon their work and received the repulse twice, once after we had gained the work, but our men, heartened with the assistance of some fresh men, and backed with most of the strength we could make, fell on, took and slighted the enemy's work; took prisoners, a Captain, Prince Maurice's trumpeter, and some few others more, and killed that day near one hundred men; there were taken of ours by the enemy, two Lieutenants. Upon the enemy's retreat, we could hardly dissuade our soldiers from falling on their works to gain their ordnance, but we had too few men to adventure on so hazardous a design.

The next day we could see the enemy preparing to draw off their ordnance, and on Christmas Day, 25th of December, 1643, in the morning, they drew off their guards from about us, being the same day that Prince Maurice promised his soldiers they should be in Plymouth.

The enemy now quartered at Tavistock and Plympton to refresh their men, and to recruit for a fourth siege, and for the present they block us up from provisions, having driven all the country before them, of all sorts of cattle, so that we cannot subsist long unless store of provisions be sent us; but if we may have a considerable supply of men, money, arms, for horse and foot, sent us with speed, by God's assistance, we may be able to take the field, for all the country is inclined to us, which opportunity we hope the *Parliament* will not neglect.

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One remarkable passage of God's providence to us, we must with thankfulness relate, remember, and acknowledge, that after the town had been a long time besieged strictly, and no fresh victual, either fish or flesh could be had, whereby the poor people were grievously punished, there came an infinite multitude of pilchards into the harbour within the barbican, which the people took up with great ease in baskets, which did not only refresh them for the present, but a great deal more were taken, preserved, and salted, whereby the poor got much money, such a passage has not happened before.

We cannot forget the great humanity of the good women of Plymouth, and their courage in bringing out strong waters, and all sorts of provisions, in the midst of all our skirmishes and fights, for the refreshing of our soldiers, though many women were shot through the clothes.

We cannot omit to set down also here, that in a few days after our arrival home, one Sampson Hele, Esq. of Fardel, came on a message from the Prince to persuade the yielding of it, but coming without drum or trumpet, for his offence he was persuaded to yield us 2000*l.* for the payment and clothing of our soldiers; without which we could not possibly have subsisted so long.

The enemy's word was, *The town is ours*, and our word was, *God with us.*

We had upon the loss of Mount Stanford, a day of humiliation, and upon God's deliverance of us at Lory Point, a day of thanksgiving, and another since the siege was raised. The chief Commanders were before us, Prince Maurice, Earls of Marlborough and Newport; Lord Mohun, Lieutenant-General Wagstaff, Major-General Bassett, Sir Thomas Hele, Sir Edmund Fortescue, Sir J. Grenville, Sir R. Cave, Sir James Coburne, Sir J. Digby, Sir P. Courtnay, and divers others considerable persons.

AN ACCOUNT

OF THE

LEOO-KEOO, LEQUESE, OR LEQUEJO ISLANDS,

LYING TO THE SOUTH WEST OF JAPAN,

And the probability of establishing a lucrative Commerce with the Inhabitants.

IT will be thought a very extraordinary assertion in this age of discovery, after the repeated expeditions that have been patronized by the munificent protector of the arts who governs these realms, and undertaken to ascertain the geographical position of the various

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parts of the globe, that there should exist a maritime and commercial people, whose ports are open to strangers, and yet have not been visited by Europeans. This, however, is the case with the inhabitants of the above islands, if we are to credit so respectable an authority as Sir George Staunton's account of Lord Macartney's Embassy to China: in which he says:—"While thus delayed, the boats were overtaken by two genteel young men, who were curious to see the Ambassador, and had followed him from Han-choo-foo, they were honoured themselves with the same office from the King of the Lequese islands.

"They were well looking, though of a dark complexion, well bred, conversible, and communicative. They had just arrived in their way to Pekin, where their chief sends delegates every two years, charged to offer the tribute and pay homage to the Emperor; they understood Chinese, but had a proper language of their own.

"They said that no European vessel had, to their knowledge, ever touched at any of their islands; should they come, they would be well received, as there was no prohibition against foreign intercourse, and they had a harbour capable of receiving ships of any burthen, at a short distance from the capital; which was extensive and populous. Their dress was a fine sort of shawl manufactured in their own country, dyed brown, and lined with squirrel skins. Their turbans, of silk, purple and yellow.

"They said, that they raised a coarse tea in their country, inferior to the Chinese; they worked mines of copper and iron, but had none of silver or gold. They landed at the port of Emony in the province of Fo-chen, which port was alone open to them. By the situation of the isles, they should depend on Japan, but they seem indifferent about them, the Chinese first sent an embassy, and then an army, and conquered them, they have since withdrawn their troops, and are contented with a small tribute."

Kæmffer, in his History of Japan, has the following account of these islands. He says, "Besides the several islands, provinces, &c. are the islands of Kiuku or Lequejo, the inhabitants of which stile themselves subjects, not of the Emperor of Japan, but of the Prince of Satzuma, by whom they were subdued. The Lequejo Islands, as they are called in our maps, or the Kiuku islands, as the inhabitants call them, must not be confounded with the Insula Leuconiæ, or Phillippine Islands, they lie to the south-west of the province of Satzuma, which is situate upon the continent of Sackoks, and the neighbouring island of Tana or Tanagasina, and according to our maps reach to the 26° of N. latitude. If we are to believe the Japanese, they yield a rice harvest twice a year: the inhabitants are

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a good natured set of people, mostly fishermen or husbandmen; they lead a contented life, and solace themselves with a glass of rice beer and playing on their musical instruments. They appear by their language to be of Chinese extraction. In the late great revolution in China, when the Tartars invaded and possessed themselves of that empire, the natives were dispersed over all the East Indies, many fled to these islands, when they applied themselves chiefly to trade, being well skilled in navigation, and acquainted with these seas, accordingly they still carry on a commerce with Satzuma, and go there once a year.

"Some centuries ago these islands were invaded and conquered by the Prince of Satzuma, whose successors still keep them in awe, by their Lieutenant and strong garrisons, though otherwise by their remoteness from Satzuma the inhabitants are treated with much kindness, for they are obliged to give the Prince only one-fifth of their produce, while his own subjects pay two-thirds; but beside what they pay to the Prince of Satzuma, they raise among themselves a contribution to be sent yearly to the Tartarian Monarch of China, in token of submission. They have, like the Tunquinese and Japanese, a Dairi of their own, or hereditary Ecclesiastical monarch, to whom they pay great respect, supposing him descended lineally from the Gods of their country.

"He resides at Jajama, one of the chief of these islands, situate not far from the island of Asima."

Speaking of their commercial intercourse with Japan, Kæmffer says, "Before I close this chapter it will not be improper to mention in a few words another company of merchants, from the Kiuku or Lequejo Islands, though they be looked on in some way as subjects of the Japanese empire, yet as to trade they are treated like foreigners, they are ordered to go to the harbour of Satzuma, and not presume to frequent any other in the Japanese dominions. The import and sale of their goods hath been limited to 125,000 thails, beyond which nothing should be sold. Nevertheless, they dispose of much greater cargoes, through the connivance of the Japanese directors of their trade. The goods imported by them are all sorts of silk and other stuffs, with Chinese commodities, which they bring over from thence in their own junks; the produce of their crops is corn, rice, pulse, fruit, &c. a sort of brandy, pearl shells, and cowries, which are found on the shores of their islands; they likewise import a large sort of flat shells, polished, and almost transparent, what the Japanese make use of instead of glass windows, some scarce flowers and plants, and other things."

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Although the two authors differ somewhat in their account of the Lequese *, so far as relates to their political situation, it is not more than what we might reasonably suppose to have happened in the interval of time that elapsed between their observations, especially when the jealous character of the Japanese in all that regards an intercourse with strangers (for so they seem to deem these islanders), is considered. Perhaps the increase of commerce between China and the Leoo-keoo Islands, might induce the Government of Japan to renounce all communication with the latter, if such be the case, for Sir George makes no mention whether any commercial relation still subsisted between them, and we have no other account of these people since Kæmffer; for Professor Thanberg, who, we believe, has written the only voyage to Japan of late years, is intirely silent on the subject. The Dutch, who are said to be the only Europeans that have access to Japan, have assiduously endeavoured to keep other nations from a share in their lucrative trade, by the reports they propagate, of the decided enmity, with which all attempts to establish an intercourse would be received. It is rather doubtful what degree of credit is due to these reports; we believe that the Russians have visited them. But to return to our subject, Sir George Staunton positively says, that European vessels would be well received at the Leoo-keoo Islands, and it cannot be supposed that he would hazard such an assertion, without being well assured that his intelligence was correct, and indeed the character of the persons from whom the information came, sanctions the report. They were men who, from their official situation, must have been well acquainted with the laws and customs of their country; and there is no reason to suppose that they wished to mislead strangers; on the contrary, it is most likely that as they are described by Kæmffer to be a commercial people, the anxiety the Envoys expressed to converse with the Ambassador, arose from a desire to give such information to Europeans, as might promote an intercourse, which, from the account they must have heard of them in China, they probably supposed would tend greatly to their country's advantage.

This opinion will be strengthened when we recollect that nothing but a meeting which was purely accidental, could have given them an opportunity of conveying such information. Their entry into China being limited to a particular port, which was shut to the people with whom they wished to establish a communication.

* The inhabitants are thus called by Sir G. Staunton, the islands he calls Leoo-Keoo.

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From the account the Ambassadors gave of their country, it appears to have improved considerably since Kæmffer wrote, as that author makes no mention of mines, and his detail of the productions of these islands is otherwise so minute, that it is not likely he would have omitted so important an article. From their intercourse with the Chinese it was likely they would acquire many of the arts exercised by that ingenious people, but what may be the particular benefits to be derived from a commerce with them, experience only can demonstrate; it is known they have mines of copper, and that ore is so rich in the neighbouring islands of Japan, as to be one of the principal sources from whence the Dutch draw their profits in trading with that kingdom. It will at all events be readily allowed, that there hardly ever was a commercial intercourse established between two civilized nations that did not tend to their mutual advantage. We trust that the spirit of enterprise which is allowed to prevail in our Indian settlements, will not long leave us in the dark as to what benefits may be derived from this new field of commerce; it has hitherto been supposed that the islands in question were an appendage of the Japanese empire, and therefore inaccessible to strangers; this objection to any attempts at trading with them being removed, we hope the nation that has drawn the veil which kept them so long in obscurity, will not suffer others to anticipate the advantages that may result from the discovery. In vain have we searched the various gazetteers, &c. for information, many of the latest books of that description do not even name the islands. Neither our immortal Cook, nor the much lamented Peyrouse, touched at Japan; of Captain Broughton's, the latest voyage of discovery in these seas, no account has yet been published; we have, however, been informed, from very respectable authority, that this interesting work, which it is expected will add much to our geographical knowledge, will shortly be announced, and it is probable that it may give some additional information relative to the Lequese, as the vessel was cast away between the Leoo-keoo Islands and the island of Formosa.

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Poetry.

BRITANNIA'S TRIUMPH,

A SONG.

TUNE—"*The Top-sail shivers in the Wind.*"

LET France her vain Republic boast,
Her slavish system sing;
Fair Freedom glads Britannia's coast,
And shields her chosen King.

CHORUS.

Britannia, then, your foes defy,
Your conqu'ring flag unfurl;
The cross victorious wave on high,
And vengeful thunder hurl.

Tho' vaunting France and Spain combine
For empire o'er the main,
HOWE's, VINCENT's light'ning fires their line,
And bids Britannia reign.
CHOR.—Britannia, &c.

Batavia's fleet, 'midst shoals and isles,
In vain the combat tries,
Bold DUNCAN shakes her trembling piles,
And wins the noble prize.
CHOR.—Britannia, &c.

Hibernia tunes her joyful lyre,
For, lo! in wild dismay,
Gaul's banner strikes to WARREN's fire,
And yields the glorious day.
CHOR.—Britannia, &c.

Let Egypt tell our NELSON's praise,
Heroically brave,
While Gallia's navy sheds a blaze
O'er the Nile's blood-stain'd wave.
CHOR.—Britannia, &c.

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At Britain's call, his dreaded line
Now shakes yon hostile shore,
See Danish valour only shine,
To add one trophy more.
CHOR.—Britannia, &c.

While victory shields our sea-girt isle,
And hearts of oak rejoice;
His best reward is beauty's smile,
And sweet exulting voice.
CHOR.—Britannia, &c.

What godlike acts our triumphs grace,
From patriot zeal they flow;
We own the bleeding sailor's rage,
And soothe the widow's woe.
CHOR.—Britannia, &c.

Dangers and death Britannia braves,
Say, can she ever fall?
Her circling trench the foaming waves,
And fleets* her floating wall!
CHOR.—Britannia, &c.

Let wine and joy illume each brow,
While loyal plaudits ring,
To DUNCAN, JERVIS, NELSON, HOWE,
And England's laurel'd King.
CHOR.—Britannia, &c.

AN ODE,

WRITTEN AT SEA DURING A CALM.

OH! may the sacred Queen of Love,
And the sister stars of Jove,
And he who o'er the sea presides,
Who chains the wind, and rules the tides;
With prosperous gales our canvas swell,
And o'er the sea our bark impel.
In gaudy state the vessel glides,
The dancing dolphins gild her sides,

* "In vain the nations have conspir'd her fall,
Her trench the sea, and fleets her floating wall."
TICKELL.

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While pleasure smiling at the helm,
Seems to rule the watery realm.
Yet as she courts the vagrant wind,
Fond memory fills my musing mind,
And Melancholy, pensive maid,
Deserts the silent sylvan shade,
With me to see the ocean roll,
And be the mistress of my soul;
They tell me of that parting day,
That tore me from my home away;
From Mary's lock'd entranc'd embrace,
From her sweet babe's endearing face,
From all my bursting bosom knew,
Of soft delight, and passion true.
Ah! gloomy maid, in pity spare
My widow'd heart, and oh! forbear
To rend my breast with boding ills,
That ev'ry sense with horror fills.
But come sweet Hope, my spirits cheer,
And free my mind from coward fear;
Come antedate the day of bliss,
The hour of speechless happiness;
When lock'd in Mary's arms again,
I'll find a balm for all my pain.

THE following song, in which patriotic feelings and heroic sentiments are expressed with so much spirit, sublimity, and beauty, cannot be inappropriate in a publication, the object of which is to record the actions of British Sailors.

SCENE.—A field of battle; time of the day, evening. The wounded and dying of the victorious army are supposed to join in the following

SONG OF DEATH.

FAREWELL, thou fair day, thou green earth, and ye skies,
Now gay with the broad setting sun;
Farewell, loves and friendships, ye dear tender ties,
Our race of existence is run!

Thou grim King of Terrors, thou life's gloomy foe,
Go, frighten the coward and slave;
Go, teach them to tremble, fell tyrant; but know,
No terrors hast thou to the brave!

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Thou strik'st the poor peasant—he sinks in the dark,
Nor saves e'en the wreck of a name;
Thou strik'st the young hero—a glorious mark!
He falls in the blaze of his fame!

In the field of proud honour—our swords in our hands,
Our King and our Country to save—
While victory shines on life's last ebbing sands,
O, who would not die with the brave?

BURNS.

LINES,

FROM THOMSON'S BRITANNIA.

WHAT would not, Peace! the Patriot bear for thee?
What painful patience? what incessant care?
What mixed anxiety? what sleepless toil!
Ev'n from the rash protected what reproach?
For he thy value knows; thy friendship he
To human nature; but the better thou,
The richer of delight, sometimes the more
Inevitable war; when ruffian force
Awakes the fury of an injur'd state.
Ev'n the good patient man, whom reason rules,
Rouz'd by bold insult, and injurious rage,
With sharp and sudden check, th' astonish'd sons
Of violence confounds; firm as his cause,
His bolder heart; in awful justice clad;
His eyes effulging a peculiar fire;
And as he charges through the prostrate war,
His keen arm teaches faithless men, no more
To dare the sacred vengeance of the just.
And what, my thoughtless sons, should fire you more,
Than when your well-earned empire of the deep
The least beginning injury receives?
What better cause can call your lightning forth?
Your thunder wake? your dearest life demand?
What better cause, than when your country sees
The sly destruction at her vitals aim'd?
For, oh! it much imports you, 'tis your all,
To keep your trade intire, intire the force,

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And honour of your fleets: o'er that to watch,
Ev'n with a hand severe, and jealous eye.
In intercourse be gentle, generous, just,
By wisdom polish'd, and of manners fair;
But on the sea be terrible, untam'd,
Unconquerable still; let none escape,
Who shall but aim to touch your glory there.
Is there a man, into the lion's den
Who dares intrude, to snatch his young away?
And is a Briton seized? and seized beneath
The slumbering terrors of a British fleet?
Then ardent rise! Oh, great in vengeance rise!
O'erturn the proud, teach rapine to restore;
And as you ride sublimely round the world,
Make every vessel stoop, make every state
At once their welfare and their duty know.
This is your glory, this your wisdom; this
The native power for which you were design'd
By Fate, when Fate design'd the firmest State
That e'er was seated on the subject sea;
A State, alone, where Liberty should live,
In these late times, this evening of mankind,
When Athens, Rome, and Carthage are no more,
The world almost in slavish sloth dissolv'd.
For this, these rocks around your coast were thrown,
For this, your oaks, peculiar harden'd, shoot
Strong into sturdy growth; for this, your hearts
Swell with a sullen courage, growing still
As danger grows; and strength, and toil for this
Are liberal pour'd o'er all the fervent land.
Then cherish this, this unexpensive power,
Undangerous to the public, ever prompt,
By lavish Nature thrust into your hand;
And unincumber'd with the bulk immense
Of conquest, whence huge empires rose, and fell
Self crush'd, extend your reign from shore to shore,
Where'er the wind your high behests can blow;
And fix it deep on this eternal base.

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Law Intelligence.

TRIAL OF LIEUTENANT LUTWIDGE.

WINCHESTER, MARCH 13.

THIS morning, before Mr. Justice LE BLANC, was tried Lieut. LUTWIDGE, of his Majesty's ship *Resistance*, charged by the Coroner's Inquest at Gosport, with the wilful murder of J. FAGAN, a sailor. The Court was crowded as soon as the doors were opened.

Three witnesses were called, two sailors and a corporal of marines, the substance of whose testimony (for they did not appear to have individually observed the whole transaction) was this:—They stated, that the Lieutenant was sent on Jan. the 6th, in the command of the launch, to procure necessary stores for the ship. It appeared afterwards, from the testimony of the commander, Captain Digby, that the ship was destined to the West Indies, and ordered to complete her stores with all possible expedition. In the evening of the 6th, after being employed the whole day in this service, the Lieutenant was preparing to return; much time had been lost in collecting the men, and one had wholly deserted—that the wind was against them, and the tide beginning to make; and that a short delay would prevent the boat reaching the ship that night. In fact, it was past seven in the evening, after hard labour of nearly three hours, before they were able to return to the ship, distant not four miles. All the witnesses proved several of the boat's crew much intoxicated, particularly the deceased, who was described as staggering on the quay before he entered the boat. The deceased had taken possession of an oar, which he was unable to manage, and impeded the stroke of the rest, so that the boat could make little way. The Lieutenant sent another man to take his oar, who returned, saying, Fagan would not permit him to have it; the Lieutenant sent him forward again, with orders to take the oar, and called to Fagan to give it to the other. This order being repeated, and not obeyed, but the unhappy man still persisting that he was fully competent, and would retain his oar, the Lieutenant (*having his side-arms on*), stept forward with the tiller of the boat, on which his hand was then placed, and struck the first man on the arm, who being commanded to take the oar had not, and then Fagan, first on his arm, and repeating the blow a second time, it fell on his head. After some further struggle the oar was taken from him, and he lay in the bottom of the boat. He was taken on board and died the next morning.

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The surgeon of Haslar Hospital, Mr. Stevenson, was then called, to prove the blow the cause of the death, but knowing not whose body he had examined, the Judge thought he could not receive the evidence. Here it was expected the trial would close; but the prisoner and his counsel, anxious that, after a verdict given before the Coroner, the subject should be fully investigated, admitted the body examined to be that of Fagan. The Judge yet doubting how far he ought to accept an admission from a prisoner on trial for his life, the prisoner's counsel named a witness, whom they had brought, who could prove the body of Fagan to have been carried to the hospital.

Mr. Neale, surgeon's mate of the Resistance, was then called, who proved that he attended the body to the hospital, and delivered it at the dead cell, on the 7th in the evening. He was not called to the deceased until the morning, when it was too late to render him any assistance. He reproved the sailors near Fagan for not calling him sooner, who said, they thought him only drunk, and were therefore unwilling to complain; from the appearance of the body, and the report of his comrades, witness thought he had died of suffocation or apoplexy from drunkenness.

Mr. Stevenson was again called, who stated, that from the appearance of the body, particularly about the face and breast, he had at first formed the same conclusion; but being desired two days after more minutely to examine, he directed a barber to shave the head, *who discovered no injury*. The witness, however, on feeling the head in different parts, observed a small tumour, which he could cover with his finger. This yielding to pressure, he opened it with the scalpel, and on removing the skin, a fracture, which he described, with a depression of the bone on the brain appeared, which he thought the cause of his death. Of the cause he could know nothing—a blow, a fall, or any violence might produce it. Of the degree of violence necessary, he could form no judgment, *the external mark of violence was so trifling*. On his cross examination, he proved that Lieutenant Lutwidge attended the whole day on which the inquest sat, seemingly anxious that the business should be fully investigated.

The prisoner then delivered in a defence as follows:—

"*Gentlemen of the Jury,*

"From the misrepresentations which have prevailed to my prejudice, I feel some relief even in the public and solemn investigation of the present hour; if these misrepresentations have reached your ears, I am confident you will anxiously divest your minds of all preconceived opinion, and apply your attention solely to the evidence. The cause involves not merely my safety, but the honour of a family hitherto unstained with the imputation of guilt.

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"In judging of my conduct I entreat you will enter into my situation at the time, and view the transaction with the indulgence due to youthful impatience; on the morning, early, I left the ship in the command of the launch; during the whole of the day I was employed in procuring stores for the ship; towards evening, after a slight refreshment, I prepared to return, my desire to reach the ship was quickened by a letter on service to the commanding Officer on board. Of the nature and importance of this letter I could have no knowledge; if the service suffered from delay, I alone must bear the reproach. Under this impression it was no small mortification to find that the crew were not assembled, and that after an hour lost in collecting them, I was under the necessity of leaving one on shore. When the boat was putting off, with the wind against us, and the tide beginning to make, I discovered several of the crew to be intoxicated with liquor. The unfortunate man, the deceased, was so much intoxicated that he was unable to manage his own oar, and impeded the stroke of the rest of the crew. I immediately ordered another man to take his oar, and commanded him to quit it; with the obstinacy of a drunken man, he not only insisted on his ability to manage the oar, and refused to yield it, but struggled to retain it by force. Irritated by this refusal, I seized the first thing which came to hand, the tiller, with which I was steering the boat; meaning, *by striking his arm*, to compel him to relinquish his oar, unhappily one blow fell on the side of his head.

"I shall ever lament the indiscretion of using a weapon capable of producing so fatal an effect; but indiscretion, I hope, will not be viewed as the atrocious crime of murder—God knows I had no intention of injury. Possibly if no consequence had followed, the transaction might have passed without very severe censure; yet a consequence, which I deeply lament, but which I neither foresaw or intended, will not be imputed to me, as so great a crime. After some further struggle, the oar was wrested from him; and we reached the ship long after the close of day. Not a person in the boat then apprehended, I believe, any mischief from the blow. Had such an apprehension existed in my mind, no one, I trust, will be so uncharitable as to suspect that I would have neglected to procure assistance. Indeed, had I been dead to the feelings of humanity, a regard to my own safety would have urged me to obtain every possible assistance which might prevent any fatal effect, and have preserved myself from the unhappy situation in which I now stand. As soon as we reached the ship, I immediately quitted the boat, to deliver the letter of service to the commanding Officer; but several other Officers

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remained longer in the boat; can you believe that these gentlemen were equally wanting in humanity? When *all the Officers* had quitted the boat, is it possible that the *friends and messmates of the deceased* could be alike regardless of his safety? The language which these men held at the time, more convincing than the testimony of witnesses, *demonstrates* the impression under which we all acted.—The sailors told the Officer on deck that there was a drunken man in the boat unable to get up the ship's side; he was accordingly hoisted in, and delivered to the care of his messmates, not reported to the surgeon as he must have been, had a suspicion of injury existed. The surgeon's mate was not called upon until the morning just before the unhappy man expired. The surgeon's mate saw the body, and, from its appearance, pronounced the death to have been caused by suffocation or apoplexy from drunkenness. The principal surgeon, when he returned on board, saw the body in the presence of the Captain, and formed the same judgment. When the body was carried on shore to be buried, its appearance suggested the same opinion to the surgeon of the hospital. Afterwards his attention being more particularly called to the subject, on a more minute examination, and after the head had been shaved, he discovered a slight appearance of injury; it was not until the scalp was removed that the nature and extent of the mischief was known.

"For myself, I can affirm, it was not until the Saturday that I had the least apprehension the blow could be connected with the death—on the Saturday I first learned the reports which were circulated on shore; I communicated what I had heard to the Captain, who called upon the surgeon and surgeon's mate, both these gentlemen persisted in the opinion *that the thing was impossible*—it could not be true. On Sunday morning a message was delivered from the Coroner; I immediately obtained leave from Captain Digby to attend, and, *within the walls of the hospital*, awaited the event of the inquest. Amidst prejudices industriously excited, I did not hesitate to surrender myself to the laws of my country. I should indeed feel careless of life, if a life often exposed in the service of my country, must be stained with the imputation of so great a crime. To your judgment I now refer my cause in the confident hope, that you will not judge too harshly of my conduct; if bred in the rough habits of a sea life, I did not sufficiently reflect on the *possible* consequences of a blow; to that God, who reads the hearts of all, I can safely appeal, that my mind in this transaction is free from all intentional guilt—you, gentlemen, however cannot read my heart.—You can judge of my motives only from the evidence. You shall hear from

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witnesses, who will not deceive, the tenor of my past life; let me beseech you not hastily to believe, that my temper and character could be wholy changed in a moment."

This defence produced a very strong sensation in the Court.

Mr. Sherwood, the Officer on watch in the ship when the launch returned, was then called. He proved that the Lieutenant first quitted the boat to deliver a letter on service to the commanding Officer on board; that when the other Officers had likewise left the boat, he was told by the sailors that there was a drunken man in the boat unable to get up the side of the ship; Fagan was then hoisted in, and committed to the care of his messmates, no suggestion being made to him that he had even received a blow.

Captain Digby said, that on the 7th he returned on board, while Lieutenant Lutwidge was again employed on shore; that hearing a man was suddenly dead, he went to the body, and, while many of the crew were standing round, he sent for the surgeon's mate, to inspect the body, and report. He came, and afterwards reported that he died of suffocation or apoplexy from drunkenness. Capt. Digby ordered the body to be sent to the hospital. On the next day, a marine being executed in the fleet for mutiny, the crew were assembled to hear the articles of war read. When the article which requires them, if ill-used by any Officer, quietly to make known their complaints to the Commander, was read, Captain Digby enlarged upon this subject to the crew, assuring them that he would most readily listen to any complaint, and redress it; that while they were obedient to the commands of their Officers, he would take care they were well used. No complaint was made. The first suggestion of a blow he heard was from Lieut. Lutwidge himself, who on the Saturday complained to him of reports which prevailed on shore, that a blow he had given was the cause of Fagan's death, and requested the Captain to direct inquiries to be made. Captain Digby called the surgeon and surgeon's mate, who concurred in thinking the thing impossible. On a message from the Coroner, on Sunday, Lieutenant Lutwidge requested leave to attend the Coroner, and went on shore with the witnesses. The Captain did not attend the inquest, but he saw Lieutenant Lutwidge in the hospital, walking before the door, when the jury were sitting.

Captain Digby gave Lieutenant Lutwidge the highest character. He had hourly opportunities of observing his conduct to the men. He was humane and beloved. He had generally chosen him for detached service in preference to others. The Captain had on the 6th, when the accident happened, been himself on shore, and had delivered to Lieutenant Lutwidge a letter, indorsed "on service,"

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which it was his duty to deliver, without delay. to the First Lieutenant on board. The ship was preparing for service in haste, being under orders for the West Indies.

Lieutenant Park, of Haslar Hospital, proved that Lieutenant Lutwidge attended the whole day at the hospital. He applied to witness to procure admittance for witnesses, and appeared anxious to promote the inquiry.

Henry Warren, a seaman, proved more distinctly than some of the other witnesses the repeated orders to quit the oar, and the obstinate refusal of the deceased—that after the blows struck he remained on the seat and struggled to retain his oar; that neither himself nor any other, as he believed, apprehended the deceased hurt, or he should have called a surgeon. He spoke likewise to the humane conduct of the prisoner, and the sense of his conduct entertained by the whole crew.

Sir T. Williams, who commanded the Endymion, and under whom the prisoner Lieutenant Lutwidge served from December 1797, to July 1800, said they were in active service the whole time, he was very competent to speak to his temper and disposition, of which he spoke in the highest terms. He never had occasion to reprove him but once, and that was for being more mild and indulgent than the nature of the case would admit. He added, that having taken a valuable prize, he had selected Lieutenant Lutwidge to entrust with the command, and was perfectly satisfied with his conduct.

Lieutenant Austin, who served with him in the Endymion, spoke of him in similar terms—he had daily opportunities of observing him; he was of an excellent disposition, humane and kind to the men, and universally beloved.

Captain Bartleman, of the marines, also of the Endymion, joined in the same testimony—Lieutenant Lutwidge was much in his view; he had frequently seen him under circumstances sufficient to irritate, but he had always shown an excellent temper. Constantly upon active service, he ever observed him humane, and he was universally beloved by every man and boy in the ship.

Lieutenant M'Killup, First Lieutenant of the Resistance, who lived with Lieutenant Lutwidge, gave him a similar character—mild and good tempered, as an Officer and gentleman on every occasion.

Here the Judge asked the jury if they thought any thing could be added to this head of evidence, he should be unwilling to stop the Defendant's Counsel unless the jury were satisfied. The jury all declaring themselves perfectly satisfied, the Counsel then said they should abstain from calling the other Officers of the Resistance, or

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two of the crew, who were deputed to speak the unanimous sense of the whole ship's company, but begged leave to call one witness to a period, to which the other witnesses could not speak.

Admiral Dacres then proved that the prisoner was in his ship two years and nine months before he went to the Endymion. His temper was such that he should as soon have suspected such an accident would happen to himself as Mr. Lutwidge. I always (he said), felt a peculiar regard for him from his good conduct, and have since retained a sincere friendship for him, and received him with pleasure into my family.

What did equal honour to the prisoner and the witnesses, these gallant men were so agitated in delivering their testimony, that several of them found it difficult to articulate. They appeared to speak from the heart.

The jury, without hesitation, acquitted the prisoner of murder; but found him guilty of manslaughter, after some little deliberation. When the jury said guilty of manslaughter, an involuntary expression of disapprobation escaped from many of the audience, not sufficiently reflecting, that the use of an improper instrument of correction, rendered a verdict wholly acquitting him impossible.

The learned Judge, in his charge, had distinctly stated to the jury, that to constitute the crime of murder, the circumstances must be such as to indicate a malignant disposition. He said, that every person in authority, master, Officer, or father, when he is disobeyed by those under his command, has a right, which the law allows and the state of society requires, to employ some degree of force to compel obedience—but the means employed must not be likely to cause death. If such an instrument be used in the hurry of the moment, without time to deliberate or make choice of another, and death ensues, the person must be answerable for the consequences He will not, in such a case, be guilty of murder but homicide, to which the law has annexed an appropriate punishment. In passing sentence, therefore, the learned Judge told the prisoner that the jury had, under the circumstances of this case, found him guilty of manslaughter, because when death ensued from sudden provocation, but which is not sufficient to justify the act, the law requires a satisfaction. He therefore adjudged him to suffer three months imprisonment and pay a fine of 100l.

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FRENCH EXPEDITION TO ST. DOMINGO.

ADMIRAL VILLARET TO THE MINISTER OF MARINE AND THE COLONIES.

" *On board the Ocean, in the Road of Cape Francois,*

" CITIZEN MINISTER, *Feb.* 10, 1802.

" I HASTEN to give you an account of the operations of the fleet of the Republic, since its departure from Brest to the present day, and I request you will submit this letter to the First Consul.

" You know that winds directly adverse detained the squadron till the 14th of December. On the morning of the 17th, I rallied close by Belle-Isle the division from L'Orient, and not perceiving, at this rendezvous, the division from Rochefort, I stretched as far as Isle Dieu, in hopes of finding it. I thus literally fulfilled your instructions; and as the weather did not permit me to prolong this dangerous cruise, I made sail for Cape Finisterre. Violent winds, an extremely rough sea, and continual fogs, separated, during this passage, several ships of the squadron, and damaged considerably several vessels.

" On the 5th Nivose, the Neptune, commanded by General Gravina, left the squadron to be repaired at Ferrol.

" On the 28th December, I was obliged to permit the ship Duquesne to put in at the first port, and to order the Cornelia to accompany her. [These two vessels have not yet rejoined us, although I expressly ordered the frigate not to delay more than twenty-four hours in the port where she might anchor.]

" I entertained a feeble hope of finding Rear Admiral Latouche at the Canary Islands. I have learnt that this Officer had steered there direct from Rochefort, and had waited there four days in expectation of our fleet. I made the Isle of Palma on the 5th of January, without meeting any vessel, and I proceeded without delay to conduct the army to its destination.

" The contrary winds, which defeat alike our power and our prudence, did not, however, prevent the arrival of the army at Cape Samana, the 29th of January in the morning, forty-six days after its departure from Brest. On the same morning I met again with Admiral Gravina, the squadron from Rochefort, and all the Spanish and French vessels which had parted from the fleet, with the exception of the Duquesne, the Cornelia, the Rhinoceros, and the two packets, which were obliged to anchor, the one at Corogne, and the other at St. Ander.

" On the 30th January, the Syrene frigate, which I had dispatched to Guadaloupe, brought me the details of the events which had occurred in that colony. This intelligence, and some indirect information respecting the movements which have distracted all the Antilles, at the same epoch, inspired us with a just doubt of the reception which we were about to experience; we concluded we had not a moment to lose, to stifle or prevent a general conspiracy. Hence, General Leclerc requested me, on the same day, to dispatch for St. Domingo General Kerverseau, with his division, and the rest of the army continued its route.

" It was nevertheless still doubtful to the Agents of Government, whether they should discover at St. Domingo, in the character who for several years had possessed himself of the whole authority, a faithful Frenchman or a rebel African? Whether Toussaint Louverture had retained the colony for the mother country, or for its enemies? Whe-

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ther he would second the generous designs of the First Consul, and deserve a grand national recompence, or enkindle the flames of civil war, to glut an ambition as cruel as unbounded? You know better than any one, that Government partook of our doubts, since we had orders to be equally prepared for war or peace.

"Our measures were concerted in conformity to these two suppositions, equally possible. When I had reached the heights of La Grange, and had provided myself with some skilful pilots, whom I sent for from Monte Christi, the fleet and troops were divided into three divisions. The first, under the orders of Rear-Admiral Latouche, was intended to disembark, at Port au Prince, a body of troops, the command of which the General in Chief gave to General Boudet. The second was destined, under the orders of Captain Magen, to disembark at the Bay of Manceville the division of General Rochambeau, and to second his attack on Fort Dauphin. I conducted the rest of the fleet and the forces which General Leclerc had reserved to take possession of the Cape Town and the neighbouring quarters, the most important points in the colony.

"On the evening of the 2d of February, having finished all our dispositions, I made a signal for Rear-Admiral Latouche and Captain Magen to execute their orders; and on the morning of the 3d, I presented myself, with the rest of the armament, before the Cape.

"You are aware, Citizen Minister, that the entrance of the Road, so difficult for vessels of every description, is not without danger to ships of the line of the same rate as the Ocean; that it is practicable only with the high wind which rises regularly about eleven in the morning, and blows during a great part of the night.

"On the same day, I ordered the Clorinda and Urania frigates, and the Aiguille cutter, to sail at the entrance of the Road, to discover if there were any buoys out, and to reconnoitre the state of the fortifications. The frigates made fruitless private signals to the land, and the cutter having grounded in the passage, the Fort Piccolet fired on her with red-hot balls. Lieutenant Obet, the Commander of this small vessel, did not desist from his object, and anchored in the Road of the Cape, although the buoys were removed.

"On these circumstances, a mulatto named Langes, who exercised the functions of Port Captain at the Cape, came on board my vessel. So far from consenting to pilot the Ocean, he declared that the Black General, Christophe, had ordered him to acquaint us, that the Whites would be massacred, and the town set on fire, the very instant the squadron should enter the Pass, if we refused to await the return of a courier whom he had dispatched to Governor Toussaint Louverture.

"We unanimously thought that so ferocious a determination could only be suggested by unjust fears of the French Government. The Commander in Chief wrote to Christophe, to make him acquainted with the benevolent purposes of the First Consul, and to endeavour, by dissipating his apprehensions, to bring him to a sense of his duties as a soldier and a Frenchman. Lebrun, Signal Officer, Adjutant to my Etat-Major, was entrusted with this delicate mission, as well as to carry to the Cape a great many copies of the First Consul's Proclamation. I detained the Port Captain, and night compelled the squadron to sail largely.

"On the 4th, Citizen Lebrun brought back the answer of General Christophe; an absolute refusal to receive the army, an inflexible determination to burn the town and fields. Particular care was taken to prevent Lebrun from distributing the Consular Proclamation, and Christophe had formally declared, that he should receive and recognize no other orders than those of Toussaint.

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"The cutter, Aiguille, having got out again without obstacles, brought, at the same time, a deputation of the inhabitants of the Cape, composed of the Mayor, the Commandant of the National Guard, the Rector, and three Notables. They came to implore the Commander in Chief not to avenge the affront offered to the Government and the French flag; they assured us, that on the first signal of a disembarkation, the town and country of the Cape would be burnt, and all the Whites massacred; they confirmed the information we had received of the measures taken by the rebels, and their invariable resolution. The twenty-four hours required for Toussaint's answer had elapsed, and we had good reason for believing that he was in the town, or, at least, in the neighbourhood, the invisible soul and mover of all that had passed.

"The General in Chief sent back the deputation, with orders to the Mayor to read to his Fellow-Citizens the Proclamation of the First Consul, and to explain to them the perfidious intentions of their Chiefs. Cæsar Telemachus, a Negro truly French, fulfilled that task with heroic intrepidity. From that moment we found that we must either renounce all hopes of saving the town, or suffer the laws and honour of the French Government to be trampled under foot. In the evening of the 4th, the Syrene frigate came to announce the success of the debarkation in the Bay of Mancenille, and the entrance of the troops into Fort Dauphin. The General in Chief took that part which he thought most favourable to humanity, and the sole object of the expedition; he thought that by landing all the troops in the Bay of Acul, he might arrive at the Heights of the Cape before the Blacks should execute their designs; and that our ships after the debarkation, by taking advantage of the first favourable breeze, might force the entrance in time to save some part of the town. I agreed to this idea, and ordered the troops to be immediately put on board the frigates, sloops, and boats. Captain Topsent, Commander of the Furieuse, took them under his convoy, and steered by night towards Limbe. Unfortunately he was prevented by the calm from arriving there during the night.

"On the morning of the 5th, the division of frigates had not yet reached their destination, when an Aid-de-Camp of General Rochambeau brought me dispatches from the General in Chief, and details from Captain Magen, of the expedition to Fort Dauphin. The Blacks had opposed the disembarkation in the Bay of Mancenille, exclaiming, "No Whites! No French!" at the same time firing on our canoes. Captain Magen, however, effected his landing with equal activity and address; and while the troops were on their march to Fort Dauphin, he made his division prepare, with the same rapidity, to force the narrow and difficult passage leading to the harbour. The calm frustrated his zeal for some hours. General Rochambeau's troops had time to turn the Forts of Laboque and Ance, where the Blacks obstinately defended themselves. At last Captain Magen was enabled to present himself before the fort, which received him with a discharge of artillery. Two rounds made him master of that post, where he found a considerable quantity of cannon and ammunition. Here all veils were removed from the designs of the rebels, by finding orders written by General Christophe to the Commander of the place, ordering him to sink all the French vessels, to defend himself to the last extremity, and, if forced to retreat, to burn every thing behind him.

"The gallant conduct of Captain Magen, and the express request of the General in Chief, calls upon you, for the encouragement of the service, to raise him to the rank of Rear-Admiral. His talents and services demand this distinction. I waited with extreme impatience till

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this disembarkation was effected on the 5th. I did not lose sight of the frigates under sail, and the alarm guns which were fired along all the coast, and the flames of some of the settlements, plainly discovered the designs of the rebels.

"As soon as I thought the debarkation was effected, I ordered the ships Le Scipion and Le Patriote to present themselves before the entrance, in order to draw the attention of the enemy. As soon as the Scipio came off Piccolet, the cannon began to play upon her and Le Patriote with ball and bombs. I had ordered Langes, Captain of the Port, to moor the Scipio close by Piccolet, so as to demolish it: but night prevented General Delmotte from executing this order. The land wind began to blow at the approach of night, when the height of the Cape, and the reflection of the sky, announced the burning of the town, and we were obliged all night to behold the flames without having it in our power to render the wretched inhabitants any assistance. On break of day, the flames had not reached the plain.

"I called the Captain of the Port again on board the Ocean, and taking advantage of the first breeze, made for the harbour, ordering all the squadron to follow me. Forts Piccolet and St. Joseph had been abandoned; Forts Belair and St. Michel continued to fire on us; but the squadron gained the anchorage without firing a shot. I commanded Le Patriote to fire on the rebels, while all the ship's companies disembarked; and General Humbert, with a body of two hundred men, marched to take possession of Fort Belair. By our united efforts, and the dextrous manœuvres of the General in Chief, the plains are completely saved.

"General Rochambeau, on his side, advanced as far as Limonade, of which he took possession, as well as of Caracol, and of all the country situated between the Cape and Fort Dauphin.

"Thus, we have only to regret the destruction of a great number of houses at the Cape; there have been but few massacres. The preservation of the country affords certain means of rebuilding them, and promises to commerce a sufficient guarantee for the advances which it may make to the inhabitants.

"On the 7th of February, all the frigates employed in the disembarkation of Limbé rejoined the fleet in the Road, except the Furieuse, which I kept cruising before the harbour.

"Yesterday morning the Wattigny, the Furieuse, and the Clorinda, set sail for Port-de-Paix. The plan of the General is to get possession of the fort of that town, and of the Mole. Private intelligence leads us to hope that the latter will be surrendered to us. If this expedition be successful, as we have every reason to hope, the army will obtain many advantages and resources of what it stands in the greatest need.

"My total want of light vessels has prevented me from giving sooner any news of the army, and it was not before this day I could dispatch the Syrene frigate, the Captain of which I greatly regret, as he executed all the missions I have entrusted to him with a zeal, activity, and skill, beyond all praise. May I entreat you to send him back to me with another frigate, and the reward due to his talents.

"I cannot conclude without expressing a testimony of the exalted praise of our allies, the Spaniards, to which they are in honour and truth entitled. Above all, Admiral Gravina, in all his intercourse with us, has shewn a frankness, loyalty, and firmness, which characterise the perfect sailor. The astonishing celerity with which he repaired his ship; that singular activity in a moment so decisive, and his arrival at the rendezvous off Cape Samana the same day with the rest of the fleet, have excited universally a surprise, which is the finest eulogy of M. de Gra-

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vina. General Villavicencio, who, during his absence, commanded the Spanish division, displayed, during the passage, to the Captains of the two squadrons, an excellent model of precision and vigilance in every branch of navigation.

" In the midst of the things which press upon me, I cannot send you an account of the state of the ammunition found at Fort Dauphin, the official papers, private correspondence, orders, &c. &c. You will receive them by the first vessel which I send. I have thought it proper not to lose a moment in acquainting the First Consul with the state of the army, the events which have followed our arrival at St. Domingo, our regret, our hopes, and our unreserved attention to the interests of the Republic and of Government.

" Receive in the mean time, Citizen Minister, the assurances of my respect.

" VILLARET."

ADMIRAL VILLARET JOYEUSE TO THE MINISTER OF THE MARINE AND THE COLONIES AT PARIS.

" *Harbour of Cape Francois, on board the Ocean, Feb.* 16, 1802.

" CITIZEN MINISTER,

" I return to the account of the operations of the fleet, of which I began to speak in my dispatch of the 21st Pluviose. Amidst the accumulated events which have followed, it was impossible to write a detailed and minute relation of all that has passed since that period; but I include in my recitals, without the omission of one essential circumstance, the whole of our operations; and I trust the First Consul will discover the same activity and zeal to second the designs of the army, and the same desire to share their labours, their glory, and their dangers.

" You already know, Citizen Minister, what have been the services of the two divisions of the fleet employed at the Cape and at Fort Liberty; a third, under the command of Rear-Admiral Latouch, was destined to assist in the attack of Port Republican. This Admiral presented himself the 4th February; he was preceded by the frigate La Guerriere, to sound the dispositions of the Commandant, to whom the Aid de Camp of General Boudet (Citizen Sabès) presented conciliatory letters, and the Proclamation of the Consuls. Instead of an answer, the Blacks arrested this Officer, as also the First Lieutenant of La Guerriere, and all the crew of the boat. They imprisoned the White General Agé and another of the Officers; put all the Whites under arrest, and sent on board the frigate an Officer of their own, the bearer of a letter for General Boudet, in which Agé advised to suspend the attack and the debarkment of the troops until the arrival of the Black General, Dessalines. Him they expected in the course of the day, or by night at the latest; and the bearer of the letter unequivocally asserted, that the entrance of the fleet into the harbour was to be the signal for setting the town on fire and the massacre of all the Whites.

" You observe, Citizen Minister, that through the whole of the affair, their conduct has been insolent, and their language audacious. This news came to General Boudet and Rear-Admiral Latouche, in the afternoon of the 4th February. The wind was contrary, and it was too late in the day for us to enter the harbour. The two Chiefs were alarmed lest the night should produce some disorder or misfortune. The fleet then began to anchor at Lamentin, before Fort Bizoton, where they discovered a number of people, and the black armies.

" During this unavoidable delay, a second letter was dispatched to the Commander of Port Republican, assuring him of the good intentions of the Government, so clearly explained in the First Consul's Proclama-

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tion, and in order to reclaim the Officers who were detained. To this no reply was returned.

" The 5th, in the morning, all hope of their submission was overthrown; the debarkment was executed in a manner the most skilful and orderly. Rear-Admiral Latouche had constructed, during the night, armed rafts for the artillery. Two vessels were stationed under Fort Bizoton, and two frigates were placed so as to protect the debarkment. The fort was evacuated without resistance, and 150 black grenadiers joined themselves to our troops. General Boudet immediately marched against the town, and the fleet quitting, with equal celerity, the anchorage off Lamentin, entered the harbour, and came within half a musket shot of the barrier. The General still offered pardon and the favour of the Government to the rebels. They answered him by a continual fire of cannon, howitzers, and musketry. The Chief of his Staff, and two of his Aid-de-Camps, were wounded by his side, as also a considerable number of our brave soldiers. The Argonaut then began to fire upon the enemy; but the grenadiers of the 68th, rushing upon their entrenchments, carried them by the bayonet, and penetrated into the town, where the engagement continued some time with inveterate obstinacy. The fort St. Joseph was carried in the same manner as the entrenchments. At seven o'clock, General Boudet was entire master of the town, and all the forts, except Fort National, which the Blacks evacuated on the morning of the 6th of February, without striking a single blow. Our loss is ten killed and eighty wounded.

" Whilst these events occurred at Port Republicain, the Captain General sent General Humbert, with 1200 men, to Port-au-Paix: the vessel La Watigny, Captain Gourdon, the frigates La Clorinde and La Furieuse, carried the troops, and seconded their operations. Here, as every where, peace was offered to the rebels before the employment of force. The messenger who took (February 9) the proclamation of the Government to the Black General Maurepas, with the request that they would receive the French amicably, was repulsed by the firing of cannon; it was absolutely necessary to have recourse to war. It was five in the afternoon; a heavy gale of wind made it necessary to debark as speedily as possible; the Commandant Gourdon, was compelled to tack all the night in the narrow canal of La Tortue, embarrassed in his manœuvres by the number of troops he had with him, deceived by the ignorance of pilots, and under the necessity of sacrificing a cable and an anchor, by which his vessel was left at the mercy of the tempest, and his mission failed of its effect.

" The 10th, at break of day, the debarkment was effected, notwithstanding the fire from the forts and the Black troops. The frigate La Clorinde, which was along-side the shore, for the purpose of assisting the army, received some shot on board, but La Watigny succeeded in silencing the grand fort, which the Blacks abandoned in disorder, without having time to destroy any thing—some fine barracks, much powder, and some other ammunition; but no sooner had the second corps of troops touched the shore, than the Blacks blew up the other two forts, and set fire to the town. A detachment of an hundred armed sailors, and the Officers of the fleet, distinguished themselves in a manner worthy of the highest praise. Lieutenant Mesoe, of the artillery, Ensign Bordenbach, and the brave Gelin, were killed; the Ship Lieutenant Livenard, and Lieutenant Kosamel, of the artillery, were severely wounded. Two noble fellows, Picot Lapeyrouse and Legolias, shewed singular bravery in fighting at the head of the detachment; the latter received a ball, which went through his wrist. I have recommended to the General Officers, and all the Commanders, to employ on all occasions

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the young men, who are the hope of our fleet; every where they signalised themselves by a glorious bravery, and a devotion without example.

"The division of Rear-Admiral Gantheaume having arrived at the Cape, the 11th of February, I sent the next day the vessel Le Jean Bart, with 400 men, for the Port-au-Paix. Two days before, I had dispatched La Mignone to Rear-Admiral Magon. This Officer continues to render essential service by his information and activity. The Captain General intrusted to him the command of the army, which he united with that of the division stationed at Fort Liberty. Notwithstanding the weakness of his means, he defended a large extent of country, where order and tranquillity were preserved, where the cultivators themselves pursued the incendiaries, and contrived to furnish the army with some advantageous resources; but he did not here confine his services; by his care, the Mulatto General Clervaux, who commanded at Saint Jago, in the department of Cibao, was brought over from the side of the rebels. Mauville, the Bishop, was the mediator of this happy negociation. All the important points in the French part of the island are now in possession of the Republic; the rebels have but little in the Spanish part, although the war only begun the 6th of February. Eight days sufficed for the whole of the operations, which presented a mass of fortunate results, and guaranteed to France, in a very short period, the conquest and possession of her finest colony.

"Every day augmented our resources and diminished our dangers. We found 2,300,000 livres in the coffers of Port-au-Prince: this, however, was of little importance, had we not discovered an instance of dissimulation and hypocrisy, which nothing could disconcert: Toussaint Louverture had the audacity to require that this sum should be returned. On all sides we hear complaints against this obstinate man: he is detested in the Spanish part. Seven hundred mulattoes, refugees from the island of Cuba, have begged to join against him; these were men devoted to General Rigaud; the dispatch-boat Le Tricolore, which had been forced to put into St. Jago de Cuba, brought the intelligence of their desire; I appointed, at the request of the General in Chief, the frigates La Creole and L'Indienne to bring them hither: this last frigate, which set out from Cadiz four days after Admiral Linois' division, arrived here twenty-four hours before him.

"The 15th, the General appeared in sight of the Cape, with three vessels and two frigates. Judge, Citizen Minister, of my extreme surprise and regret in seeing this division lay to, at two cables distance from the entrance of the harbour, by a breeze at N. E. which would not permit the pilots to approach. Admiral Linois discovered too late the danger of his position, and, tacking against the wind, he made the signal for his division to imitate his manœuvre; but the vessels Le Desaix and Le Saint Gennaro could not execute the movement with sufficient promptitude, and touched on the breakers: All the assistance which the fleet could possibly give was afforded with the utmost activity. Le Saint Gennaro, after having lost her rudder, only made nine inches of water. (Yesterday she made twenty-five inches.) I hope by an immediate repair she will be again serviceable to the Republic. The Desaix was almost filled with water an hour after the accident, and the water increased every minute.

"I went to the spot with Citizen Molini, Chief of the Naval Staff, Adjutant Cordier, and Citizen Petit, who all, in directing the assistance, discovered equal knowledge and zeal. Captain Palliere, although greatly affected by his misfortune, kept good order on board his vessel. All the troops were disembarked in safety: we have not to regret the

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loss of a single man, and have saved the rigging and materials of the ship. The frigate La Cornelie set out for Jamaica the 27th February, and La Bayonnaise has sailed this day, the 28th, for the United States. I have this instant received the following dispatch from Captain Gourdon, Commandant of the fleet at Port au Paix:

"Agreeable to the orders which I received from Captain Gourrege, on your part, I sent out the frigate La Furieuse for Le Mole Saint Nicholas, with instructions agreeable to those you have prescribed.

"At the moment of its departure there arrived here a numerous Deputation, consisting of Blacks and Whites, from the Commune of Jean Rabell, bringing a petition, signed by a great number of Citizens, who offered to submit without striking a blow, and begged the aid of troops to second and assist the entrance of the frigate into the Mole. General Humbert has consented to supply them with 100 men of the marine artillery, which the frigate may leave at Jean Rabell: she is next to present herself before the Mole, and fulfil exactly the orders I have given them on your part. I have forwarded from hence a messenger to observe these important points. He is this day returned with satisfactory tokens.

"This information, Citizen Minister, gives us reason to hope that in a few days we shall occupy Le Mole St. Nicholas, and you well know how to appreciate the importance of this position.

"Accept, Citizen Minister, the assurance of my respect.

"VILLARET."

LETTER OF REAR ADMIRAL LINOIS, COMMANDER OF A SQUADRON, TO THE ADMIRAL, VILLARET JOYEUSE.

"*Intrepid Man of War, Roads of the Cape,*
"28 *Pluviose* (*17th February.*)

"Before I shall give you the detailed account of the entrance of the squadron under my command in these Roads, I have the honour of sending you a copy of the letter which I have this day addressed to the Minister.

"Health and respect, LINOIS."

"CITIZEN MINISTER,

"I have the honour to inform you, that after a good passage of twenty-eight days, I arrived at St. Domingo with the squadron under my command, the 25th of this month (14th Feb.) Agreeably to my instructions, I sent forward a frigate to learn whether Admiral Villaret had anchored, and the 26th (15th Feb.) the frigate returned and informed me of his arrival. I then steered for the Cape, taking myself the lead of the division, and having consulted the details of Puysegur on the navigation of those seas, I lay to, according to his directions, very near the mountain of Piccolet, in order to have the advantage of the breeze in entering the port. I also hoped to find pilots there; but the strong breeze at E. N. E. prevented them from coming out. I looked in vain for the flag that I had seen there formerly, and which served as a beacon for the entrance into the harbour. I did not know that it had been destroyed; I perceived then that I had no time to lose in standing off, which I did, making a signal at the same time for the squadron to follow. The Intrepid executed the necessary manœuvres perfectly well; but the ship of the line Desaix and the St. Gennaro being slower in their movements, struck, and I passed the night at some distance, in the greatest uneasiness respecting the fate of those two ships. My fears were but too well founded; for on entering yesterday the anchorage at the Cape, with the rest of my division, I perceived the Desaix, which was past relief; the St. Gennaro was in the Road,

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and all the troops were landed in the night by the orders of Gen. Leclerc. You, Citizen Minister, are yourself a seaman; you know my zeal to discharge the trust reposed in me.

"You can therefore conceive the pain I feel in announcing the fatal loss of the Desaix. I shall, at a future time, give you a more detailed account of this loss.

"It grieves me that this misfortune should happen to my friend, the brave Palliere, who distinguished himself so honourably at Algesiras. The number of persons aboard his ship no doubt encumbered him so much, as to prevent his performing the necessary manœuvre with that precision and dispatch which the case required; as for my part, my eagerness to land the troops without delay, the hopes that I had of finding pilots at the entrance of the harbour, or of being able to lead the division in myself, on the supposition that the beacons were still there, made me take with too much confidence a position which has been fatal to some of the ships under my command.

"May I find, Citizen Minister, under the orders of Admiral Villaret, a happy opportunity of making amends for the misfortune I have met with."

ADMIRAL VILLARET JOYEUSE TO M. L'ADMIRAL COMMANDING THE FORCES OF HIS BRITANNIC MAJESTY AT JAMAICA, DATED ON BOARD L'OCEAN, IN THE ROAD OF CAPE FRANCAIS, 26 PLUVIOSE (FEBRUARY 15.

"M. ADMIRAL,

"I hasten to announce to you, that a fleet of the French Republic has entered the ports of St. Domingo. The revolted negroes have received us with fire and sword, and the city of the Cape has been reduced to ashes, but the plain and the neighbouring country have been saved by the activity of the troops, and the precipitate flight of the rebels. A powerful force will at last re establish in this colony the form of Government prescribed by the mother country, and to protect those principles which alone can preserve, and upon which reposes the common interest of all the European powers in their establishments in the Antilles.

"The importance and utility of these views, added to the happy establishment of peace between France and England, give me full assurance, Sir, that the rebels will no where find an asylum; and that the colony being declared in a state of siege, no armed vessel will shew itself before those ports which the rebels could occupy. The obstinate resistance which they oppose to us in different points, in spite of their continued defeats, is evidently the result of a plan of general insurrection, confirmed by the events which have occurred at Guadaloupe; and by the intelligence received from Martinique, Tobago, Grenada, and Dominica, the consequences to all European colonies would be equally disastrous, if the focus of revolt was not speedily smothered; but the French army is already in possession of the Cape, Fort of Liberty, the Fort de Paix, La Tortue, and Port Republican, and is perfectly sure of all the part formerly belonging to Spain, of which the most important points have been conquered, and every thing promises us complete success, if, as this army is entitled to expect, it can find in the event of necessity that assistance from her neighbours, which unforeseen circumstances may force it to claim.

"The disposition of the Cabinet of St. James's, and the known loyalty of your nation, Sir, permit me to hope, that the ports of Jamaica will furnish us (should circumstances demand it, and should

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you be abundantly provided) with provisions and ammunition. One of the Ministers of his Britannic Majesty has said, that the peace just concluded was not an ordinary peace, but a sincere reconciliation of the two greatest nations in the world; if it depends on me, Sir, this happy prognostic will certainly be verified; at least, I am pleased to imagine, that our pacific communications will be worthy of two nations, to whom war has only multiplied the reciprocal reasons which they had to esteem each other; and to give you authentic proof of our confidence, I lay before you a faithful statement of our forces in the ports of St. Domingo.

"Since the 16th Pluviose (4th Feb.) twenty-five sail of the line have entered these ports; five of them, which were Spanish, have already sailed for the Havannah. These twenty-five vessels, amongst which three were entirely transports, and consequently without guns, have brought, with several frigates *armés en flute*, about sixteen thousand men. I am every moment in expectation of six more sail of the line, three of them Batavians, intended to be sent to their own establishments. These divisions are also to bring five or six thousand troops more; other corps are destined to follow them. I shall send almost immediately most of the flutes, with six or seven vessels, back to France.

"Your Excellency, I hope, will see, in this frank and loyal communication, that all the armaments of the French Government have now no other aim, but to re establish public security, and to consolidate the great work of a general pacification. Receive, Sir, the assurances of my high consideration.

(Signed) "VILLARET."

The last piece, published by the Minister of Marine, is a letter from Rear Admiral Ganthéaume, to announce to him the arrival at St. Domingo of the squadron under his orders, which left Toulon 19th Nivose (9th January), and arrived after a passage of little more than thirty days: having only experienced some slight difficulties which he mentions; he congratulates himself at having landed 12,300 men, of whom thirteen only were sent to the hospitals.

MONTHLY REGISTER OF Naval Events.

GENERAL OBSERVATIONS FOR MARCH.

THE length of time to which the negociation at Amiens has been unexpectedly protracted, has afforded ground for a variety of conjectures, and given rise to much discussion amongst speculative politicians. It is foreign to our purpose to offer any opinion on the subject. But to whatever causes the delay in concluding the Definitive Treaty may be attributable, it has been productive of one effect, which is eminently calculated not only to give solid satisfaction to the public, but to shew the Government of France the remarkable celerity with which our fleets can be equipped on a sudden emergency. The Naval Events of this month abundantly evince the great regularity and dispatch with which the business of our dock-yards is conducted; and they also shew that the wisdom and energy which preside at the Admiralty are happily diffused throughout the Navy, and inform and animate all its subordinate departments. In less than a fortnight after the orders were issued

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by the Admiralty for equipping the ships at the different dock-yards, several squadrons were actually ready for sea, and one of these was dispatched to the West Indies to watch the motions of the formidable armament which had sailed from France for St. Domingo. However, all ground of jealousy and apprehension from that quarter has been effectually removed by the official accounts from thence, which have been recently published. The letters from Admiral VILLARET JOYEUSE to the Minister of Marine, which we have inserted *, contain sufficient evidence of the necessity of sending so large a force to St. Domingo; and it thereby proves, that the Chief Magistrate of France had no other object in view, but to rescue that valuable island from the destructive domination of Toussaint and his ferocious followers; the accomplishment of which it is the interest of England to forward, rather than obstruct. But if, notwithstanding the late events in St. Domingo, there were those who still thought the sincerity of Bonaparte problematical, the arrival of the Definitive Treaty removes every doubt, and puts an end to every idle conjecture. This auspicious event was announced to the Public by the following Gazette Extraordinary:

"DOWNING-STREET, MARCH 29, 1802.

"Mr. Moore, Assistant-Secretary to Marquis Cornwallis, arrived this morning at nine o'clock with the Definitive Treaty of Peace, which was signed at Amiens at four o'clock in the afternoon of the 27th instant, by the Plenipotentiary of his Majesty, and by the Plenipotentiaries of France, Spain, and the Batavian Republick."

The instant the signature took place, the air resounded with acclamations; and at night there was a general illumination. The ratification of the Treaty, and the consequent rejoicings which are expected to take place throughout the British dominions, we shall notice in our next. At present we shall conclude with congratulating our brave Tars on an event which, though it puts a period to their victorious career, cannot fail to give them pleasure, in proportion as it conduces to the real interests and permanent happiness of their country. And they will return into port with the proud satisfaction, that the Peace which their fellow-countrymen are celebrating with such enthusiasm, and the blessings which it will diffuse amongst them, the heroic intrepidity of British Seamen has principally contributed to attain.

PORTSMOUTH, *March* 22.—As David Forrester, *alias* Williams, was going through the Point Gates, he was recognized by the Ship's Steward, late of the Hermione, as one of the principals concerned in the mutiny on board that ship. He was accordingly secured and taken to the Main-Guard House, and from thence conveyed on board the Puissant. While in the Guard House, Admiral Holloway and several other Officers went to interrogate him concerning the mutiny, when he confessed himself to have been the person who killed, and afterwards threw Captain Pigot overboard; it appears that in the scuffle he was wounded in the foot by the Captain, who defended himself with his dirk. Admiral Holloway asked him, if he had been easy in his conscience since the transaction? He replied, Perfectly so, as he was ordered to do it by the Captain of the Forecastle, and that if he had not done it he should have been killed himself. On this the Admiral observed—"Suppose I was to order you to kill one of those soldiers (who were standing near), would you do it?"—He said, "Yes, if I thought you would kill me if I did

* See page 258, &c.

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not." Forrester was the Gunner's servant at the time of the mutiny; and has belonged to the Bittern sloop of war upwards of five years, during which time he has served in the Captain's boat, and behaved himself extremely well. An order has been received to try him by a Court Martial, but it is deferred being held till the arrival of Lieutenant Southgate, of the Renard (who was the Master of the Hermione at the time of the mutiny), from Plymouth.

MELANCHOLY DISTRESSES AT SEA.

A letter from Halifax, Nova Scotia, dated December 12, says—"By a small schooner, which arrived here on Tuesday last, from Yarmouth, we learn, that the brig Industry, Captain Matthews, which sailed from this port a few weeks since, bound for St. John, N. B. unfortunately caught fire, and was consumed near the mouth of the Bay of Fundy. Besides the Captain and crew, there were on board the Industry, Mrs. Bradley, wife of Mr. Leverit Bradley, of St. John, three children, and several seamen, intended for another vessel—twenty-four in all; who, finding it impossible to extinguish the flames, were compelled to quit the vessel, and betake themselves to her boat, with one barrel of biscuit and a keg of rum. In this forlorn situation, they made Mount Desert on the third day, and flattered themselves that they should reach the shore, but a heavy gale coming on, drove them quite across the Bay; and, not until five days after, the boat was driven on shore at the Tuskett. During this time, Mrs. Bradley, her three children, the Mate, and fourteen seamen, perished with fatigue, cold, and hunger—the bread being unfortunately washed away on the second day after leaving the brig. Captain Matthews, and the four surviving seamen, were carried to Yarmouth; where, we are told, they received every attention from Dr. Bond, and the humane inhabitants of that town.—The above are all the authentic particulars we have been able to obtain of this truly melancholy and distressing circumstance."

The following account of the distress of the Suffolk (rice-ship) lately from Bengal, is given in a letter, dated St. Ive's, March 4:—"She came on shore in a shocking and distressed condition, having split all her sails to pieces the night before; and of twenty-one hands on board, six only were able to do duty, the rest being sick; the ship proving very leaky, and the water continuing to gain on them, they were obliged to let her drift on shore before wind and sea. The crew remained on board in a perilous situation for some hours; but, by the vigilant exertions of the people from the shore (who always in such cases distinguish themselves by manly alacrity), having got boats from the Creek of Hayle, and a large eight-oar boat, carried from St. Ive's (three miles) by land, and being well manned, they attempted at all hazards to get to the ship. In the mean time the Captain and crew on board fastened a line to a keg, and let it drift from the ship; the boat's crew got hold of it, and by that means hauled the people on shore, one by one, until they were all safely landed, except two, who were so ill as not to be able to struggle, and so died in their hammocks. The weather next day proving favourable, all the bale goods, which consisted of raw silk and muslins, with some hundred bags of rice, were brought to St. Ive's by boats; and yesterday the ship, with part of the cargo of rice, was got off, and brought into St. Ive's Pier, much damaged."

A most extraordinary escape of a Mr. Rowe, merchant, of Torpoint, near Plymouth Dock, is mentioned in a letter from Cork:—He sailed

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for Bristol, in a vessel repaired in Ireland. At sea, in St. George's Channel, she sprung a leak, by starting a butt end, in a violent gale of wind. Mr. Rowe, finding the ship in a very leaky condition, took to the jolly-boat, with a little biscuit and water, and put off in the middle of St. George's Channel. The boat soon separated. Mr. Rowe, and two seamen with him, kept rowing all that day and night. On the morning of the second day, Mr. Rowe was so exhausted, that he lay down in the boat, and declared that he could not row any farther. A sail hove in sight; exhausted as the men were, they pulled towards it, but found it their own leaky vessel. Disappointed, they pulled off again, after having taken in a compass, and steered for Ireland; and fortunately, both the ship, leaky as she was, with the boat, arrived in the port of Waterford, within a few minutes of each other.

DIVING BOAT.

St. Aubin, a man of letters at Paris, and Member of the Tribunate, gives the following account of the *bateau plongeur*, a Diving-boat, lately discovered by Mr. Fulton, an American.

I have, says he, just been to inspect the plan and section of a *Nautilus*, or Diving-boat, invented by Mr. Fulton, similar to that with which he lately made his curious and interesting experiments at Havre and Brest.

The Diving-boat, in the construction of which he is now employed, will be capacious enough to contain eight men, and provisions enough for twenty days, and will be of sufficient strength and power to enable him to plunge 100 feet under water, if necessary. He has contrived a reservoir for air, which will enable eight men to remain under water for eight hours. When the boat is above water, it has two sails, and looks just like a common boat. When she is to dive, the masts and sails are struck.

In making his experiments at Havre, Mr. Fulton not only remained a whole hour under water with three of his companions, but held his boat parallel to the horizon at any given depth. He proved the compass-points as correctly under water as on the surface; and that while under water, the boat made way at the rate of half a league an hour, by means contrived for that purpose.

It is not twenty years since all Europe was astonished at the first ascension of men in balloons: perhaps in a few years they will not be less surprised to see a flotilla of Diving-boats, which, on a given signal, shall, to avoid the pursuit of an enemy, plunge under water, and rise again several leagues from the place where they descended!

The invention of balloons has hitherto been of no advantage, because no means have been found to direct their course. But if such means could be discovered, what would become of camps, cannon, fortresses, and the whole art of war?

But if we have not succeeded in steering the balloon, and even were it impossible to attain that object, the case is different with the Diving-boat, which can be conducted under water in the same manner as upon the surface. It has the advantage of sailing like a common boat, and also of diving when it is pursued. With these qualities it is fit for carrying secret orders to succour a blockaded port, and to examine the force and position of an enemy in their own harbours. These are sure and evident benefits, which the Diving-boat at present promises.—But who can see all the circumstances of this discovery, or the improvements of which it is susceptible? Mr. Fulton has already added to his boat a machine, by means of which he blew up a large boat in the port of Brest; and if by future experiments, the same effect could be produced on frigates or ships of the line, what will become of maritime wars, and where will sailors be found to man ships of war, when it is a physical certainty, that they may every moment be blown into the air by means of a Diving-boat, against which no human foresight can guard them?"

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Naval Courts Martial.

PORTSMOUTH, MARCH 18.

A Court Martial was held on board the *Gladiator*, in this harbour, to try JOSEPH ASHBY, a Marine, belonging to his Majesty's ship *Texel*, for desertion. The charge being proved, he was sentenced to receive 200 lashes.

Same day another Court Martial was held on board the same ship, on GEORGE EVERETT, belonging to his Majesty's sloop *Stork*, for stealing three guineas and some shillings from F. WILSON. The charge being in part proved, he was sentenced to receive three hundred lashes.

22. Another Court Martial was held on board the same ship, on Serjeant CHARLES CUBITT, of the *Trusty*, for drunkenness and neglect of duty. The charges were fully proved, but, in consideration of his very good character, and particularly for his conduct in the mutiny of the Nore, in supplying the Officers with arms, &c. he was only adjudged to be severely reprimanded.

24. Another Court Martial was held on board the same ship, on JEREMIAH HAGERTY, of the *Standard*, for stealing from another seaman about 50l. The charge not being proved, he was acquitted.

March 16. A Court Martial was held on board his Majesty's ship *Beschermer*, lying at the Nore, on Lieutenant THOMAS GABORIAN MARSHALL, of that ship, on charges exhibited against him by Captain FRASER, for drunkenness, sleeping on his watch, disobedience of orders, and neglect of duty. The charges of drunkenness and neglect of duty were proved; but, in consideration of circumstances, the Court do only adjudge Lieutenant T. G. MARSHALL to be dismissed his Majesty's ship *Beschermer*.

Same day a Court Martial was held at Sheerness, on Lieutenant GILCHRIST, of the *Diligence*, for neglect of duty, &c. The charge being in part proved, he was dismissed his Majesty's service, and put at the bottom of the List.

23. A Court Martial was held, and by adjournment on the 24th, at the Nore, on board his Majesty's ship the *Beschermer*, Rear Admiral ROWLEY President, on Captain FRASER, of that ship, on charges exhibited against him by Lieutenant THOMAS GABORIAN MARSHALL, late belonging to the said ship, for having, on the 9th of February last, behaved in a tyrannical and oppressive manner, by collaring and shaking him (the said Lieutenant) on the gangway of the said ship, on his watch on deck, and being then in the execution of his duty. When the Court was of opinion, that the charges exhibited by Lieut. MARSHALL were *ill founded*, and do therefore *most fully* acquit the said Captain FRASER; and he is hereby most fully acquitted accordingly.

At a Court Martial assembled on board the *Cumberland*, Captain BAYNTUM, in Port Royal, Jamaica, on the 12th of January, 1802,

H. W. BAYNTUM, Esq. President,

The Court being duly sworn, proceeded to try THOMAS NEW, Esq. late Commander of his Majesty's late sloop *Bonetta*, and such of the Officers and Crew as were at Port Royal, for having ran the said sloop *Bonetta* on a shoal near the east end of the Jardines, P. M. on the 25th day of October last, where she bilged and overset; and having examined the conduct of Captain NEW, and of such of the Officers and

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Crew of his Majesty's late sloop *Bonetta* as were at that port, and very maturely and deliberately considered the whole of the evidence and information produced, the Court is of opinion that no blame is to be attached to Captain NEW, the Officers and Crew, except Lieutenant GOAKMAN, who had the charge of the watch at the time the ship run aground. And that it appears that Captain NEW, the Officers and Crew, did their utmost to save his Majesty's late sloop *Bonetta* and her stores after she was run on the shoals called the Jardines,

The Court doth therefore adjudge that the said THOMAS NEW, Esq. late Commander of his Majesty's late sloop *Bonetta*, and such of the Officers and ship's company of the said sloop as were then at Port Royal, be acquitted in the fullest manner from any blame for the loss of his Majesty's said sloop *Bonetta*, and they are hereby fully acquitted accordingly.

A Court Martial was also held on board his Majesty's ship *Cumberland*, in Port Royal Harbour, Jamaica,

H. W. BAYNTUM, Esq. President,

On the 17th of January, and continued by adjournment until the 19th, on Mr. GOAKMAN, Second Lieutenant of his Majesty's late sloop *Bonetta*, for being the cause of the loss of the said sloop, by sleeping on his watch, and disobeying the orders he received from his Captain. The charge being proved, he was adjudged to be dismissed his Majesty's service, rendered incapable of serving his Majesty as an Officer, mulcted of all his pay, and to suffer two years imprisonment.

PLYMOUTH REPORT,

FROM FEBRUARY 21 TO MARCH 17.

Feb. 22. Wind W. S. W. Sailed the Cambrian, of 44 guns, Captain Towry; as her launch was going to the Devils Point, with a midshipman and eight seamen for fresh beef, the launch grounded, and notwithstanding their exertions, she remained aground, and the officers and crew were turned over to the Cambridge, flag ship, as supernumeraries. Came in the Fisgard, of 48 guns, Captain Seymour, from a cruise. Last night and this morning it blew a dreadful hurricane at S. W. but moderated at noon.

23. Wind W. S. W. Fair. Arrived the Doris frigate, Captain Halliday, from a cruise against the smugglers.

24. Wind W. S. W. Fair. Came down express from Salisbury, Captain Wallis, to take the command of the Fisgard, of 48 guns, Captain Seymour, (who has leave of absence.) Arrived with dispatches from Rear Admiral Sir James Saumarez, Bart. the Admiral Paisley armed brig, of 14 guns, Lieutenant Morris, she brought passenger Lieutenant Ommanney, brother of Captain Ommanney, of the Barfleur, of 98 guns; she left the squadron at Gibraltar all well the 9th instant. Came in a French brig cartel, she sails for Morlaix in a few days, with French invalided and convalescent prisoners, from the prison ships in Hamoaze.

25. Wind N. N. E. Blows hard. Last night it blew a tremendous gale of wind at N. N. W. and then shifted to N. N. E. and blew with incredible fury all night; the New Church, several houses in the Citadel and Town were unroofed, but fortunately it being in the night, no damage was done to any person in the streets. The Beaulieu, of 44 guns, Captain Poyntz, parted her cables and anchors, and made signals of distress, which were answered by the Cambridge flag ship in Hamoaze, when the gale moderated, a yard launch went into the sound, with spare anchors and cables, and the Beaulieu moored again in safety.

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26. Wind W. N. W. Fair. Went up the harbour, the Beaulieu, of 44 guns, Captain Poynts. In the gale of last night a Custom-house cutter, sailed on the west mud, but was got off again without damage. Came in the Grappler gun brig, she was directly paid off, and her crew discharged into the Cambridge flag ship, and Resolu slop ship, in Hamoaze, as supernumeraries. Letters from the fleet in Torbay, state, that the Lord Nelson victualler, and seven other victuallers were wrecked in the late gales of wind, but the crews were all saved by the activity of the men of wars boats; the men of war rode out the gale very well without damage.

27. Wind E. N. E. Fair. The Aboukir, of 84 guns, which has been stripping in dock for some time past, after a strict survey of her timbers, is reported to be rotten and unsound in her lower works, and not to be worth the expence of repairing. Came in from the Downs, under convoy of La Magicienne, of 36 guns, the Conquerur, of 74 guns, under jury masts; also from Torbay, to be paid six months wages, the Barfleur, of 98 guns, Rear Admiral Collingwood, and London, of 98 guns, to be paid six months wages.

28. Wind E. N. E. Fair. Went up the harbour, to be paid off, the Conqueror, of 74 guns, she is to be paid off in a day or two, and laid up in ordinary with the Plantagenet, of 74 guns, in the river Tamar; the Conqueror's ships company will be turned over to the Cambridge flag ship in Hamoaze. Came in from a cruise, the Eurus, of 36 guns, Captain Cowan, Urania, of 44 guns, Captain H. Gage; and from Torbay, the La Nymphe, of 36 guns, Captain Douglas. Sailed for Morlaix, a French brig cartel, with three hundred French convalescent and invalided French prisoners.

March 1st. Wind variable. By the great exertions of Captain Fraser, and crew of the Eagle revenue cutter; the cutter which got on shore in the gale of wind on Wednesday last in Hamoaze, was completely got off, and is now safe in Dock at Frank's Quarry. Put back with contrary winds, the Fisgard, of 48 guns, Captain Wallis, but as soon as the wind shifts, she will sail again to cruise against the smugglers.

2. Wind W. N. W. Cloudy. The Diamond, of 36 guns, Captain Griffiths, was in danger in the late gales of wind at N. N. E. in Mount's Bay, she rode very hard, and parted two cables and anchors an end, was forced to put to sea, and bore away for this port; she went directly into Bernpool, near Mount Edgecumbe. The Lapwing, of 38 guns, Captain Rotheram, which has been lately in dock to be coppered, goes out of dock this evening. Last night a most terrible affray happened on the Pier Head, Barbican; some words had passed between the boat's crew of the Amelia, of 44 guns, Honourable Captain Herbert, and several Portuguese sailors; the Amelia's men being a little on, could not bear being thwarted, and a violent scuffle ensued, which came to a regular battle, and it soon became general; during the conflict one of the Portuguese sailors drew a long knife, and stabbed one of the Amelia's men deeply in the groin, he bled profusely, but by the exertions of the surgeon, who attended, it was stopped. The Portuguese made off in the hurry and scuffle, but, this morning, were, by the vigilance of the Police Officers, taken into custody, to answer to so dastardly an attack on British seamen.

3. Wind W. N. W. Cloudy. Passed by to the westward, with sealed orders, the Edgar, of 74 guns, Captain E. W. Otway; Excellent, of 74 guns, Honourable Captain Stopford; Bellerophon, of 74 guns, Captain Loring; Robuste, of 74 guns, Captain W. H. Jervis; Magnificent, of 74 guns, Captain Giffard, (acting;) and Audacious, of 74 guns, Captain Peard; they lay too becalmed with light winds off the Edystone, but the wind freshening at N. N. W. the squadron soon made sail, and were clear of the land about sunset. Orders came down this day to pay L'Impetueux, of 84 guns, Captain Sir Edward Pellew, and the Mars, of 74 guns, Rear Admiral Thornborough.

4. Wind N. N. E. Fair. This day was paid the Barfleur, 98 guns, Rear Admiral Collingwood, and the London, 98 guns, Capt. G. Murray. Sailed

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the Fisgard, 48 guns, Capt. Wallis, on a cruise against the smugglers. Came in from a cruise L'Oiseau, 44 guns, Capt. Phillips. Also, from Torbay, to be paid, the Courageux, 74 guns, Capt. Sotheby, and Achille, 84 guns, Capt. Bullen. The Courageux was first ordered on foreign service, but was replaced by the Excellent, 74 guns, Hon. Capt. Stopford, she being in a more forward state of service.

5. Wind W. N. W. Fair. Orders came down this day from the Admiralty to take into dock the Plantagenet, 74 guns, and Conqueror, 74 guns, just arrived from the Downs, to be fitted for service.

6. Wind N. N. E. Fair and Frosty. Orders came down this day to fit and victual for five months every man of war in this port; frigates and sloops of war, for four months; the line of battle ships to have the preference. In consequence of which the utmost hurry and bustle prevail in the naval and military departments. Came in, from a cruise off the coast of France, the Suffisante, 14 guns, Capt. Nesham.

7. Wind E. N. E. Fair. Came in from Spithead the Ramilies, 74 guns, Capt. S. Osborne, and the Namur, 98 guns, Hon. Capt. De Courcy, to refit and victual for five months. Orders came down this day for Le Dedaigneuse, of 36 guns, Captain Shortland, which was to have sailed last week, to sail directly. The Courageux, of 74 guns, Captain Sotheby, has particular orders with respect to her being victualled and stored for five months, from which it is conjectured, that she is destined most probably, for the East Indies.

8. Wind N. N. E. Fair, in the forenoon great fog. Sailed for Torbay the Barfleur, of 98 guns, Rear Admiral Collingwood, and the London, of 98 guns, Captain G. Murray; they are victualled and stored for five months. Went into Barnpool, to refit, the Diamond, of 36 guns, Captain Griffiths, having in the late gales of wind at N. E. carried away two cables and anchors an end, and put to sea directly. Came in several coasters from London, with groceries, &c. &c. Came in the Sirius, of 36 guns, Captain King, and the Indefatigable, of 44 guns, Captain Scott, from a cruise against the smugglers. Came in to be paid and victualled, the Malta, of 84 guns, Honourable Captain Bertie, and the Canada, of 74 guns, Captain S. Yorke.

9. Wind N. N. E. Fair and Frosty. By letters from Morlaix, brought by a cartel to a merchant here, it appears that so strict are the orders in all the ports of France, to prevent British goods from being landed of any description, that even a few barrels of anchovies, and some ling sent by the cartel, as a present to a French merchant at Morlaix, were absolutely refused to be landed; some loose dry ling was sent on shore with some difficulty. Provisions of all kinds were very dear, and likely to continue so.

10. Wind W. N. W. The Diamond, Captain Griffiths, lying in Barnpool, paying her yards, bends, and rigging, caught fire forward, by a pitch kettle boiling over, but from the great exertions of the officers, and ship's company, the fire was soon got under with little damage. Came in the Atalante, of 16 guns, Captain W. Griffiths, she sailed with dispatches for the last squadron, which sailed from Torbay for the West Indies, she left them last Saturday, twenty-five leagues S. W. of Ushant, with a fine blowing wind, and were standing on large with a press of sail. Came too off the Sound, and landed her letters, La Seine, of 44 guns, from Jamaica, after a passage of six weeks, and then sailed for Spithead, where she is since arrived.

11. Wind W. N. W. Fair. Came in the Cambrian, of 44 guns, Captain Towry, from a cruise.

12. Wind W. S. W. Rain. Sailed on a cruise against the smugglers, the Oiseau, of 44 guns. Came in from Mounts Bay, the Hunter of 18 guns, Capt. Jones, where she had been on shore on the rocks, and got off, though very leaky; she made on her passge there four feet eight inches of water an hour, and could scarcely be kept free; she is gone into dock to have her bottom examined. Four P. M. The Oiseau which sailed this forenoon, was recalled by

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signal from Rear Admiral Thornborough, in Cawsand Bay, and returned into the Sound.

13. Wind N. N. W. Cold, but Fair. Came in from a cruise, the Escort gun-brig, and Megæra fire-ship, Captain Newhouse; she sailed again directly, with orders for Torbay. Came in from Torbay, to be paid six months wages, the Glory, of 98 guns, Captain Wells. Went into the Sound, the Diamond, of 36 guns, Captain Griffiths; the damage she received from the trifling fire on her forecastle was of such little consequence as not to occasion her going into dock. Went into dock to be fitted for commission, the Conqueror, of 74 guns, just arrived from the Downs.

14. Wind W. N. W. Fair. It is said that the Right Honourable the Lords of the Admiralty, and the Commissioners of the Navy, will be here in a few days, respecting some regulations of importance to be introduced into the dock-yard. Commissioner Fanshaw, of this dock-yard, who has been to town on some business of consequence, arrived this day.

15. Wind N. N. W. Fair. Came in from Torbay, to be paid six months wages, the Canada, of 74 guns, Captain S. Yorke.

16. Wind W. N W. Fair, with some Showers. Came too and anchored off Penlee Point, the Experiment East Indiaman, Captain Parker, with muslins, bale goods, and rice; she left Bengal the 4th of October, 1801, touched at St. Helena, and sailed from thence the 13th of January last: she had a very fine passage, and left the settlement all well. Several rice ships were to sail soon after the Experiment. She landed her dispatches and letters, which were sent off express to the Hon. the East India Company by their agent at this port.

PORTSMOUTH REPORT,

FROM FEBRUARY 24, TO MARCH 27.

Feb. 25. Sailed the Cirencester, Perseverance, and Alnwick Castle, outward-bound East Indiamen, from St. Helen's, for their respective destinations.

26. Arrived the Delft, armed *en flute*, Captain Redmill, from Gibraltar; the Isis, of 50 guns, Captain Hardy, from the Downs; the Carysfort, of 28 guns, Captain Drummond, from a cruise; the Falcon, of 16 guns, Captain Nash, from Madeira; and the Rambler, of 16 guns, Captain Rye, from Jersey.

27. Sailed the Camilla, of 24 guns, Captain Brace, with provisions, for Marcou.

March 1. Sailed the Baring, Lady Dundas, Marchioness of Exeter, and Lady Burgess, outward-bound East Indiamen, from St. Helen's, for India.

2. Arrived the Camilla, of 24 guns, Captain Brace, from Marcou.

4. Sailed the Ramilies, of 74 guns, Captain Osborn, and on Friday the Namur, of 90 guns, Hon, Captain De Courcy, to join the Channel Fleet. Arrived the Antelope, revenue cutter, Captain Case, with upwards of 300 casks of spirits, which were seized at the back of the Isle of Weight.

5. Arrived the Ruby, of 64 guns, Captain Sir Edward Berry, and the Standard, of 64 guns, Captain Stuart, from Yarmouth.

7. Sailed the Renard, Captain Spicer, for Plymouth.

8. Arrived the Carysfort, Captain Drummond.

10. Arrived the Medusa, Captain Gore; and Bittern, Captain Kittoe.

11. Arrived the Childers, Captain Crawford.

12. Arrived La Seine, Captain Milne; Stork, Captain Taylor; and Apollo, Captain Halkett, from Jamaica. Sailed the Childers, Captain Crawford, for Torbay.

13. Sailed the Ambuscade, Hon. Captain Colville, on a cruise off Beachy Head.

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15. Sailed La Seine, of 42 guns, Captain Milne, to the eastward, to be paid off.

17. Sailed the Ceres, armed *en flute*, Captain Jones, for Cowes, to take troops on board for Jamaica.

18. Arrived the Ulysses, armed transport, Captain Sayer, from the Mediterranean, last from Cork.

19. Arrived the Argo, of 44 guns, Captain Bower, from the coast of Guinea; and the Penelope, of 36 guns, Captain Blackwood, from the Mediterranean. She is put under quarantine.

20. Arrived the Ambuscade, of 36 guns, Hon. Captain Colville; and the Carysfort, of 28 guns, Captain Drummond, from a cruise. Sailed the Latona, of 36 guns, Captain Sotheron, with dispatches for the West Indies; and the Medusa, Captain Gore, with dispatches for the Mediterranean.

21. Arrived the Roebuck, armed *en flute*, Captain Hewes.

23. Sailed the Medusa, of 32 guns, Captain Gore, for the Mediterranean; and the Bloodhound gun-brig, Lieutenant Rogue, on a cruise.

25. Sailed the Censor gun-brig, on a cruise off Portland.

Promotions and Appointments.

Captain Henry Garrett, son of Daniel Garrett, Esq. of Portsmouth, to the command of the Texel, *vice* Inchedon.

Captain H. Hill, to the Ruby, of 64 guns, *vice* Sir Edward Berry, who we are sorry to say is indisposed.

Captain James Wallis, late of the Achille, to the Fisgard, of 42 guns.

Captain Bradley, *pro tempore*, to the Ajax.

Captain Curry, of the Fury bomb, who so eminently distinguished himself in the expedition at Egypt, and was the bearer of the official dispatches to Government of the surrender of Grand Cairo, to the rank of a Post Captain, and appointed to Le Tigre, of 80 guns, now at Malta, one of the finest ships in the British service, and lately commanded by the gallant Sir Sidney Smith.

Lieutenant Pothergill, of the Lancaster, is promoted to the rank of Commander, and appointed to the Hindostan, *vice* Captain Mottley, who succeeds Captain Curtis in the Rattlesnake.

Mr. Willmott, of the Lancaster, is made a Lieutenant into the Hindostan; and

Lieutenant Comyn, of the Hindostan, is appointed to the Lancaster.

Mr. Flyn, Midshipman of the Endymion, is made a Lieutenant.

MARRIAGE.

The 26th inst. Colonel Francis Moor to Mrs. Pulling, widow of the late Captain Pulling, of the Royal Navy, and daughter of Admiral Sir Robert Kingsmill, Bart.

OBITUARY.

The 1st inst. at Chatham, at the age of 65, Rear Admiral James M'Namara.

Lately, at Tooting, Surry, Lieutenant Charles Rice, of the Royal Navy.

Of the yellow fever, in the West Indies, Mr. William Lovett, Midshipman of the Melampus.

At Southampton, on the 20th ult. the infant son of Joseph Sidney Yorke, Esq. M. P. and Captain of his Majesty's ship Canada.

At Sandwich, Daniel Rainier, Esq. brother of the Admiral of that name.

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THE RIGHT HON^BLE VISC^T KEPPEL

Admiral of the White Squadron

Pub by Bunney & Gold Shoe Lane 1 May 1782

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BIOGRAPHICAL MEMOIRS OF

THE LATE AUGUSTUS LORD VISCOUNT KEPPEL,

ADMIRAL OF THE WHITE.

Examinez ma vie, et songez qui je suis.

RACINE.

If Powers Divine
Behold our human actions, as they do,
I doubt not then, but Innocence shall make
False Accusation blush, and Tyranny
Tremble at Patience.

SHAKESPEARE.

LORD Keppel was the second son of William Anne, second Earl of Albemarle *, by Lady Anne Lenox, daughter of Charles Lenox, first Duke of Richmond. He was born on the 2d of April, 1725. His earlier years we shall pass over in silence. The interesting part of a seaman's education commences at his entrance on board of ship. At the age of thirteen he was placed under the care of Lord Anson, whom he accompanied in his expedition to the South Seas. He soon distinguished himself by a sedulous attention to his professional studies, and a zealous and chearful activity in the execution of his duty. He became the favourite of his Commander, who, in the course of the voyage, never allowed any opportunity to escape, of placing him in situations that afforded scope for the exercise of his growing knowledge of nautical affairs. In all the operations of the squadron against the Spanish settlements on the coasts of Chili and Peru, and during the great mortality that prevailed in the different ships while they remained at Valpairaiso, he acquitted himself in a manner correspondent to the expectations which were naturally formed of him, from

* This noble family is descended from one of the most ancient and illustrious families amongst the nobility of Guelderland. Walter Van Keppel, the first Lord of Keppel, lived in the latter end of the twelfth century; and his title and inheritances descended lineally to Arnold Joort Van Keppel, who attended King William to England in 1688, and was by that Prince created Earl of Albemarle, February 10, 1695.

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the ardour and diligence with which he applied himself to every part of his profession. At the attack of Paita, he belonged to the storming party, under the command of Lieut. Brett, and in this service had a very narrow escape, a shot having carried off the peak of a jockey's cap, which he had on, close to his temple. In the capture of the Spanish galleon, which the squadron fell in with soon after this enterprise, Keppel behaved with such spirit, as induced Commodore Anson to advance him to the rank of Lieutenant.

On the return of the squadron to England in 1744, he was immediately promoted to the command of a sloop of war; in which, however, he did not long continue, being made Post Captain, and appointed to the Sapphire frigate, in the month of December of the same year. With this frigate he was employed in the cruising service, in which he appears to have been very vigilant, active, and successful. On the 15th of April 1745, he captured a large French West Indiaman, from Martinico bound to Rochfort, with a valuable cargo of sugar, coffee, and cotton. On the 20th of May following, he fell in with a Spanish privateer between Cape Clear and the Old Head of Kinsale. This vessel was of inconsiderable force, but being a fast sailer, she tried every manœuvre to effect an escape, and it was not till after a chase of several hours that Keppel came up with and captured her.

In 1746, he got the command of the Maidstone, of 50 guns, a ship employed in the same line of service, but being less calculated for it than a frigate, he only made one capture in the course of this year. And in July 1747, as he was giving chase to a privateer on the coast of France, near Nantz, being eager in the pursuit, his ship struck on a rock, and was lost; but by his skill and exertions, he saved himself and every one of his crew *. On his landing at Nantz, he was treated with great hospitality and politeness. In a

* In an admirable picture of Lord Keppel, by his friend Sir Joshua Reynolds, he is represented as just escaped from this shipwreck.

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few weeks he was permitted to return to England. The Court Martial usual on such occasions was held upon him, and he was honourably acquitted of all blame in the loss he had sustained. After this misfortune he was appointed to the command of the Anson, a new ship, of 64 guns; and towards the end of this year was chosen one of the members of a Court Martial assembled at Portsmouth for the trial of Captain Fox.

After the peace of *Aix-la-Chapelle*, in 1749, Keppel was employed on a service in which all the characteristical qualities of his mind were, for the first time eminently called forth. He was dispatched to Algiers in the command of a small squadron, for the purpose of demanding satisfaction of the Government of that place, for a flagrant act of piracy committed by an Algerine cruiser on a British vessel, in plundering the Prince Frederick packet boat, of a considerable quantity of treasure; and he was at the same time instructed to insist on the restitution of that treasure. The honour of the British flag, and the protection of British commerce, which on the one hand were to be asserted and maintained, and the peculiar character of the Algerines, and the inutility of using force against them, which on the other it was essential to attend to, rendered a great degree of discretion and firmness necessary in the performance of this service. Keppel arrived at Algiers on the 24th of June, 1750, and immediately opened his negotiation with the Dey, in conjunction with Mr. Stangford, the British Consul, which, after much trouble, he brought to an amicable conclusion, by a happy combination of patient perseverance, prudent spirit, inflexible resolution, and conciliating address. The following official detail will best explain the manner in which he was received by the Dey of Algiers:—

Algiers, July 14, 1750.

On the 24th of June, Commodore Keppel arrived here, from Mahon, in his Majesty's ship the Centurion, with the Assurance, Unicorn, and Sea-horse, and was immediately saluted from the ramparts with the usual compliment of twenty-one guns. On the 2d

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instant, the Commodore came on shore, and was again saluted with twenty-one guns. Having demanded an audience, the Commodore, together with Ambrose Stangford, Esq. his Britannic Majesty's Consul, who is joined in commission with him, went in the afternoon, attended by a number of Officers, and presented their commission, empowering them to adjust all differences between the two nations. On the 7th instant, they were admitted to another audience of his Highness the Dey, in which they fully explained to him the purport of their commission; at both which audiences they were received with great civility.

In the beginning of November 1750, he returned to Port Mahon, from whence he dispatched a sloop to England with the Treaty of Peace, which he had concluded with the Dey of Algiers. In the April following he received the ratification of this Treaty, and again repaired to Algiers, in order to exchange it. In the mean while, however, another act of piracy committed by an Algerine corsair, made it necessary to demand farther satisfaction before the Treaty could be carried into effect. Keppel remonstrated against this second robbery in very strong and decisive terms, to which the Dey with great submission replied:—"That certainly one of his officers had been guilty of a very great fault, which tended to embroil him with his principal and best friends, wherefore that Officer should never more serve him either by sea or land," And he farther said, "That he hoped the King of England would look on it as the action of a fool or a madman; that he would take care nothing again should happen of the like nature; and concluded by desiring that they might be better friends than ever." This declaration was transmitted to England, and published by the Admiralty on the 22d of May, 1751. In the ensuing summer he concluded a similar treaty with the States of Tripoli and Tunis, which in the beginning of the succeeding year was announced in the London Gazette. After the final adjustment of these matters, he continued another year in the Mediterranean, and in August 1753, returned to England with his whole squadron.

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In September 1754, he was appointed Commodore of a squadron destined to convoy a body of troops to North America, under the command of General Braddock, for the purpose of checking the encroachments of the Indian tribes, who, at the instigation of the French, were at that period continually making predatory inroads in the back settlements of Virginia. After landing the troops at James Town, Keppel co-operated with the army, and exerted his utmost efforts to secure success to the expedition; and its ultimate failure is not in any degree to be ascribed to any misconduct in the naval department. Of this the following paragraph of a letter from General Braddock to the Secretary of State, bears ample and honourable testimony:—

Williamsburg, Virginia, March 18, 1755.

I think myself very happy in being associated with an Officer of Mr. Keppel's abilities and good disposition, which appears by his readiness to enter into every measure that may be conducive to the success of this undertaking. As but four pieces of twelve pounds were given me with the train, and a greater number appeared necessary, I applied to him to have four more from his ships, which he granted me, together with many other things I stood in need of.

After the defeat of General Braddock, Keppel returned to England on board the Sea-horse. On his arrival the dispute with France respecting the assistance given to the American Indians had come to a crisis, that left no honourable alternative on the part of England but open hostility. Orders were consequently sent to the different dock-yards to use the most unremitting vigour in equipping the line of battle ships for active service; and in a short time the roads of Spithead and Plymouth Sound were covered with our fleets. Keppel was first appointed to the Swiftsure, but was afterwards removed to the Torbay, with which he was sent in the command of a squadron of observation to the Mediterranean. He had not, however, proceeded far in his passage thither, when an epidemic complaint that prevailed in his squadron, obliged him to put back to Plymouth. On his return, he was directed to proceed to Spithead, to take the

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command of another small squadron, then lying at that place, under orders to cruise in the English Channel. With this squadron he made several cruises, in which, however, nothing material occurred.

He was this year chosen representative in Parliament for the city of Chichester *, as successor to his brother, who, by the death of his father, became Earl of Albemarle.

In the autumn of 1756, he was employed as a member of the interesting Court Martial held at Portsmouth on the unfortunate BYNG, in which capacity he showed considerable discernment, and great knowledge of nautical affairs. That Court, as is well known, found the prisoner guilty of neglect of duty, but as there was no reason for supposing that neglect to be wilful, and as he was expressly acquitted of cowardice and disaffection, he was strongly recommended to the mercy of the Crown. This recommendation, however, the Admiralty, by an illegal assumption of power, shamefully suppressed; and the proceedings and the sentence of the Court were transmitted to his Majesty without it. Keppel, filled with indignation at such conduct, rose in his place in the House of Commons, and made a spirited remonstrance against it; and in behalf of himself and several other members of the Court Martial, prayed for the interference of Parliament to release them from their oath of secrecy, that they might thereby be enabled to disclose the grounds on which the sentence of death had been passed on Admiral Byng. In consequence of the spirited conduct of Keppel, the Minister thought it necessary to bring a message from his Majesty to the House, importing, "that although he had determined to let the law take its course in regard to Admiral Byng, yet, as a *Member* of the House had expressed some scruples about the sentence, his Majesty thought fit to respite the execution of it that there might be an opportunity of knowing, by the separate examination

* At the next general election he was returned for Windsor, which place he continued to represent till 1780, when he was returned for the county of Surry.

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of the members of the Court Martial upon oath, what grounds there were for such scruples; and that his Majesty was resolved still to let the sentence be carried into execution, unless it should appear from the said examination, that Admiral Byng was unjustly condemned." The message being communicated to the House, a bill was immediately brought in to release the members of the Court from the obligation of secrecy. This bill passed the Commons without even the smallest opposition; but the Lords entered into a particular scrutiny of its merits; and after a strict examination of all the members of the Court Martial, it was almost unanimously rejected. This is not the place to offer any observations on this transaction, which as far as Keppel was concerned, so much redounded to his honour and humanity.

In the ensuing year he served under Sir Edward Hawke, on the successful expedition against Rochfort. During the summer of 1758, he occasionally commanded a small squadron of observation in the English Channel, a service in which he made several valuable prizes.

Towards the conclusion of this year, he was appointed Commander in Chief of the expedition sent against the French settlement of Goree, on the coast of Africa. On the 19th of October he hoisted his broad pendant in the Torbay, and sailed with the following ships, viz. the Nassau, of 70 guns, the Fougueux, of 64 guns, the Dunkirk, of 60 guns, the Litchfield, of 50 guns, the Prince Edward, of 40 guns, the Saltash sloop, two bomb-ketches, one fire-ship, and a number of transports, with two regiments on board. He left the Cove of Cork on the 11th of November, and in the early part of his voyage met with very boisterous weather, by which he had the misfortune to lose two ships of his squadron. The Litchfield, of 60 guns, and the Somerset transport, were wrecked on the 29th of November on the coast of Barbary, about nine leagues to the northward of Saffy; and this disaster was the more calamitous from the impossibility of saving the crews of

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these ships, part of whom perished, and those that reached the shore met with a severer destiny, in being made prisoners by the Moors. Keppel with the remainder of his force, came to an anchor off the island of Goree, on the 24th of December, about three o'clock in the afternoon. The next morning he commenced his operations, the account of which will be conveyed to our readers with a more lively interest in his own words, than by any detail which we can give. The following is a copy of his official letter to the Secretary of State:—

SIR,

I arrived here with the squadron under my command on the 28th of December last, in the evening. The next morning, agreeable to his Majesty's instructions, I attacked, with the ships, the fort and batteries on the island of Goree, which were soon reduced to desire permission to capitulate. The Governor's demands were, to be allowed to march the French troops out of the garrison with the honours of war. His terms I absolutely rejected, and began a fresh attack; it was, however, but of very short duration, when the forts, garrison, &c. surrendered at discretion to his Majesty's squadron.

Lieutenant-Colonel Worge had his troops embarked in the flat-bottomed boats, in good order and readiness, at a proper distance, with the transports, to attempt a descent when it should be found practicable or requisite.

Two days after the surrender of the island I ordered it to be delivered up, with the cannon, artillery, stores, and provisions, &c. found in it, to the Officer and troops Lieutenant-Colonel Worge thought fit to garrison the place with; and the Colonel is taking all imaginable pains to settle and regulate the garrison in the best manner, and as fast as circumstances will admit of.

The inclosed, Sir, is the state of the island, with the artillery, ammunition, and provisions, found in the place at the time of its surrender.

French, made prisoners of war, 300.

Blacks, in arms, a great number; but I am not well enough informed, as yet, to say precisely.

The loss the enemy sustained, as to men, is so very differently stated to me, by those that have been asked, that I must defer saying the number till another opportunity.

Iron ordnance, of different bores, ninety-three; one brass twelve-pounder; iron swivels, mounted on carriages, eleven; brass mortars,

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mounted on beds, two of thirteen inches; ditto, one of ten inches; iron, one of ten inches.

In the magazine.—Powder, 100 barrels; provisions, of all species, for 400 men, for four months.

We have nothing to add to this account, but our admiration of the modesty of the writer, and of the spirit and judgment with which he executed the service he so clearly and concisely describes.

Having left a sufficient garrison to secure his acquisition, he embarked his prisoners on board the squadron, and repaired to Senegal, in order to make some necessary arrangements at that place, which when he had accomplished he returned to England. During the remainder of this year he commanded the Torbay, one of the line of battle in the Channel Fleet, under Sir Edward Hawke; and the famous victory gained by that fleet off Belleisle, Keppel, by a stroke of skilful seamanship and dexterous heroism, gloriously contributed to achieve. In the heat of the action, after having silenced one of the enemy's line of battle ships, he suddenly wore his own ship round, and engaged the Thesée, of 74 guns, yard-arm to yard-arm, with such impetuous fury, that he sunk her in half an hour, and the greatest part of her crew perished.

After this victory he continued for some time on the home station, in the command of a flying squadron, with the view of watching the motions of the remainder of the French fleet. In the beginning of the following year he was removed from the Torbay to the Valiant, a new ship, of 74 guns, in which he again served under Sir Edward Hawke, in Quiberon Bay. In the month of February 1760, he was appointed Colonel of the Plymouth division of Marines, and shortly afterwards received the command of a squadron, consisting of ten sail of the line, and several frigates and transports, with a body of troops under General Hodgson, destined to make a descent on the coast of France. The

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death of his late Majesty, GEORGE the Second, occasioned a suspension of this expedition, which, however, was renewed in the ensuing spring and sent against the island of Belleisle. Keppel sailed from Spithead on the 29th of March 1761. The commencement of the undertaking bore an unfavourable appearance. On the 8th of April, an attempt was made to land a body of troops at Lomoria Bay, which the natural strength of the place, and the superior force of the enemy rendered ineffectual, and the assailants were repulsed with some loss. This check, together with a severe gale of wind which immediately succeeded it, threw the fleet into disorder, and for a while disconcerted the enterprise, as appears from the following paragraph of Keppel's official dispatch on the occasion:—"While the repair and the adjustment of these defeats are in hand, I hope some spot may be agreed upon where we may be more successful in the attempt than we were on the 8th; but if not so, I hope his Majesty will believe I have nothing more at heart than the exertion of the force entrusted to me, in a manner most conducive to the honour of his arms." In the next attempt, however, they were more fortunate, as the following letter describes.

SIR,

I had the honour to write you a letter by the Acteon frigate, in which I gave but little hopes; since which time the General and myself having considered, that by attempting a place where mounting the rocks was just possible, and where, from the impracticable appearance it had to them, the enemy were no otherways prepared, than by a corps of troops posted to annoy the boats in the attempt, it carried some degree of hope with it, that by making a disposition for the attack of their entrenched bays and at Sawzon at the same time, which the arrival of the transports with the light-horse enabled me to do, we might possibly gain a footing. I have now the greatest pleasure in acquainting you, that his Majesty's troops have made good a landing on the rocks near Port Lomaria; and I cannot sufficiently commend the spirit and good behaviour of the troops in the descent, as well as the judgment with which Sir Thomas Stanhope, and the rest of the Captains of the King's ships, directed the fire upon the hills.

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Captain Barrington having been employed in many of the operations of this service, I have sent him home with this letter, and beg, Sir, to refer you to him for the particulars.

I have the honour to be, &c.

A. KEPPEL.

This success paved the way to the reduction of the island. The whole of the forces was now landed, and the cannon with great difficulty were dragged up the rocks, and for two leagues along a rugged and broken road. The siege was then commenced with the utmost vigour; and though the garrison, commanded by the Chevalier de St. Croix, at first threatened an obstinate resistance, yet the lines that covered the town being carried by a furious attack, the enemy abandoned the town, and retired to the citadel, which they maintained for a considerable time; but, on the 7th of June, finding it no longer tenable, they capitulated, and marched out with the honours of war.

Keppel remained at Belleisle with his fleet for some time after the capitulation, with a view not only to protect the island against any attempt to retake it, but to block up a squadron of the enemy's, consisting of eight ships of the line and four frigates. He was, however, driven from his station on the 12th of January, by a violent storm, in which many of his ships suffered so much, that he was under the necessity of returning to England to refit them. When he arrived at Plymouth his own ship had five feet water in her hold. Four ships only came into port along with her, the rest of the fleet having separated in the gale.

Immediately after his arrival he was chosen to command a division of the fleet under Sir George Pocock, then equipping for the expedition against the Havannah: an appointment the more gratifying to him, as his brother, the Earl of Albemarle, was to command the land forces. The fleet sailed from Spithead on the 5th of March, and arrived off the Havannah on the 6th of June. The Admiral lay to about five leagues to the eastward of the harbour, where he issued orders for landing the troops, a little to the eastward

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of its entrance. Keppel, with six ships of the line and some frigates, was appointed to cover the descent, while the Admiral with the remainder of the line of battle ships and frigates dropped down off the harbour to the westward, and the next morning made a feint to land there, with a view to divert the attention of the enemy, and thereby facilitate the actual debarkation. The event proved the judiciousness and ability of the plan; for the Earl of Albemarle landed with his whole army without opposition, about six miles to the eastward of the Moro fort.

As Commodore Keppel bore no share in the military operations of this important and memorable siege, it would be irrelavent to introduce an account of them into this narrative. But we cannot forbear incidentally to remark, that the siege was conducted by the Earl of Albemarle with great judgment and military skill, and that his troops carried on the attack, under the most harassing circumstances, with a degree of vigour, firmness, spirit, and alacrity, which have not often been equalled. After a brave and obstinate defence, the Spanish garrison capitulated on the 14th of August. Respecting that part of the naval operations which was entrusted to Commodore Keppel, Sir George Pocock in his public dispatch, speaks in the following terms:—"I am glad on this occasion to do justice to the distinguished merit of Commodore Keppel, who executed the service under his direction, on the *Coxemar* side, with the greatest spirit, activity, and diligence."

He continued at the Havannah for a few weeks after its surrender; and in one or two cruises which he made from thence along the coasts of Cuba, he had the good fortune to capture some valuable prizes. In September he sailed for Jamaica, and in his passage thither fell in with a fleet of twenty-five sail of French merchantmen, richly laden with sugar, coffee, and indigo, and bound from Cape Francois for Europe. He captured the whole fleet, together with its convoy, and carried them into Port Royal.

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On the 21st of October 1762, he was advanced to the rank of Rear-Admiral of the Blue, the promotion of Flag-Officers being extended beyond the usual number in order to include him.

On his return to England he was appointed one of the grooms of the bed-chamber to his Majesty; an appointment which he held till 1766. After the peace in 1763, he received still higher honours, being appointed one of the Commissioners of the Admiralty Board, a station in which he continued till 1766. About this time he got the command of the yachts and vessels that conveyed the Queen of Denmark to Holland.

On the 18th of October 1770, he was promoted to the red flag, and on the 24th of the same month he was advanced to the rank of Vice-Admiral of the Blue. About this period he was appointed to command a squadron, which was equipped in consequence of the apprehended rupture with Spain in regard to the Falkland Islands; but that dispute being compromised before he hoisted his flag, the appointment dropped of course. His professional services were not again called for until 1778, at which time he had risen in regular succession to the rank of Admiral of the Blue.

We are now arrived at that period of his life, when by a rare concurrence of various and peculiar circumstances, and by a singular turn of fortune, his great character in the Navy, and the distinguished place he held in the estimation of his country, were heightened and confirmed, through the malice of his enemies, who were just numerous enough to show the envy which he excited, and without which his glory would not have been complete. At a very momentous crisis, and in a very perilous state of public affairs, he was called upon by his Sovereign, in a manner that marked the high opinion he entertained of him, to a command of the greatest national trust. His conduct in that command became the subject of public controversy, and gave rise to much animosity and violence between political parties, not only in Parliament, but in the Navy, and throughout the whole country. During the heat and agitation of these

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disputes, it was not possible that the real truth of the matter in question could be ascertained, as the facts which led to it, were related either by one party or the other, and consequently were either coloured by the generous prejudices of friendship, or perverted by the malevolence of enmity. Fortunately for the fame of Keppel, as well as for the satisfaction of posterity, his enemies, at last, called for a judicial investigation, the proceedings and result of which furnished the world with a body of evidence on the subject, delivered upon oath by men of the highest honour, and the first nautical abilities, which, now that all the party feuds it gave birth to are subsided, must be universally admitted as decisive. In what follows we shall strictly confine ourselves to a succinct relation of the facts which that evidence has established.

Towards the latter end of March 1778, the Court of France, by the public reception of the American deputies, and at the same time by the seizure of all the British vessels to be found in any of the French ports, made an open avowal of the long meditated hostility against England. Orders were consequently issued for making reprisals, and a fleet of twenty sail of the line was fitted out with great expedition at Portsmouth, the command of which was given to Admiral Keppel. He arrived there to take upon him the command in a few days after he received his appointment; but instead of finding a well appointed fleet, as he was taught to expect, and as was essential to the success of the service for which it was destined, he discovered that there were only six sail of the line fit for immediate service; the rest of the fleet being greatly deficient both in men and in all kinds of naval stores. He, however, accommodated himself, to the circumstances and the necessity of the time, and conducted himself with such discretion as effectually prevented that public alarm, which a disclosure of these circumstances would have inevitably produced. He urged his applications to the Admiralty in the most secret manner, but with such unremitting assiduity, that a new spirit

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seemed to animate the naval department, and by the middle of June he was able to take the sea with twenty sail of the line and several frigates.

Before we proceed in our narrative, it is necessary to notice the peculiar difficulties that attended him, in the station in which he was now placed, together with the reasons which under such circumstances, induced him to accept of it in this most critical situation of public affairs. As the Ministry had in a great measure lost the confidence of the people, the eyes of the whole nation were turned on Keppel, in whose appointment (to use the expression of a distinguished member of Parliament), every one seemed to feel his own security included. On this occasion, therefore, he had a great deal to risk. His well-earned fame was now to be staked upon the doubtful issue of a single battle. The part he had taken in politics, and the close friendship in which he lived with the leading members of the opposition, augmented these difficulties, and even rendered the command that was offered him extremely hazardous; for the Ministers, who in effect were his employers, were also his political enemies; and political hostility was at this time carried to a very great height. Any failure, from any cause, however much beyond a fair calculation of chances, and however pardonable in justice and in honour, might, under such circumstances, be attended with the most disagreeable, if not the most dangerous consequences. A due consideration of all these incidental difficulties, made him hesitate in accepting his appointment from Ministers; but in consequence of a royal message, which came through the First Lord of the Admiralty, he attended in the closet to receive the commands of his Sovereign. And although (as he said on his trial), his forty years endeavours were not marked by the possession of any one favour from the Crown, except that of its confidence in time of danger, he could not think it right to decline the service of his country. In that and in subsequent royal audiences, he delivered himself with that plainness, openness,

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and steadiness, which so strongly marked his character. He particularly took the liberty of observing, that he served in obedience to his Majesty's commands; that he was unacquainted with his Ministers, *as Ministers*, and that he took the command as it was, without making any difficulty, and without asking a single favour; trusting only to his Majesty's good intentions, and to his gracious support and protection. It is a curious fact, that Ministers had been sixteen months in considering whether or not they should employ Keppel, and then did not finally determine to do so, until they were alarmed at the threatening aspect of public affairs; when they conveyed their request to him through the First Minister of Marine, and the message was carried to him by an Officer who was his particular friend and intimate acquaintance of very long standing (though he afterwards became his accuser), and who seemed to feel no small degree of pleasure in the employment. This gentleman who was Vice-Admiral of the Blue, and likewise a Lord of the Admiralty, was appointed to serve in Keppel's fleet as third in command.

Thus appointed, Keppel sailed from St. Helen's on the 23th of June 1778, with the force already mentioned, and with unlimited discretionary powers. But this force was certainly very inadequate for the defence of the great objects he had in view. On the one hand it was perfectly known at the time, that France had a large fleet at Brest ready to put to sea. While on the other, our great commercial fleets were on their passage home from different quarters of the globe. Besides the defence of these fleets, he had to protect the extensive coast of Great Britain, together with those "invaluable reservoirs of her naval power, in which were equally included her present strength, and her future hope."

A few days after the arrival of the fleet at its station in the Bay of Biscay, two French frigates, accompanied by two small vessels, appeared in sight, and were evidently taking a survey of the fleet. Keppel's situation was equally delicate and difficult. War had not been declared, nor was he

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ordered to strike the first blow. He, however, thought it a matter of indispensable necessity to stop these frigates, not only with a view to obtain intelligence, but to prevent any information respecting the state of his fleet being carried to France. Accordingly on the 17th of June, he made a general signal to chase, and in the evening of that day, the Milford frigate came up with the French frigate Licorne, of 32 guns. The Commander of the former, in the most obliging terms, requested the French Captain to come under the English Admiral's stern. This was at first refused, but upon a ship of the line coming up, and her firing a single gun, the Frenchman stood to her, and was brought into the fleet. Keppel sent a message to the French Captain, giving him his assurance, that every civility would be shown him, and he should be happy to see him, as soon as they could come up in the morning. At day-break the next day, the French frigate made a movement, which rendered it necessary for one of the ships that convoyed her, to fire a shot across her way, as a signal for her to keep her course, upon which, to the utter astonishment of Keppel and the whole fleet, she suddenly poured a whole broadside, together with a general discharge of musketry, into the America, of 74 guns, at the very instant that Lord Longford, her Commander, was standing on the gunwale, and talking in terms of the utmost politeness to the French Captain. The frigate instantly struck her colours as soon as she had discharged her fire. Many of the shot struck the America, but it was extraordinary, considering the closeness of the ships, that only four people were wounded. This behaviour on the part of the Frenchman, merited the severest treatment; but the noble Commander of the America, with singular magnanimity, and with a command of temper very uncommon, did not return a shot.

In the mean time, the other French frigate, called La Belle Poule, with a schooner of ten guns in company, were closely pursued by the Arethusa frigate, Captain Marshall,

and the Alert cutter, until they got out of sight of the fleet. The Arethusa having got up with her chase, requested the French Captain to bring to, and made known to him the orders of bringing him to the Admiral; which the Frenchman having peremptorily refused, Captain Marshall fired a shot across his bow, and this the other instantly returned with a whole broadside. A desperate engagement ensued, which was continued for more than two hours with uncommon vigour and warmth on both sides. Each seemed to contend for the palm of victory with an heroic and national emulation. The Frenchman had the advantage in weight of metal and number of men; for which the Englishman compensated by the superiority of his skill and discipline. At length, however, the Arethusa became altogether unmanageable, owing to her masts, sails, and rigging, being almost destroyed, and to their being hardly any wind to steady her; and having drifted during the action close upon the enemy's shore, the French ship took the opportunity of having her head in with the land, to stand into a small bay, where, at day-light, several boats came to her assistance, and towed her into a place of safety. At the commencement of this action, a battle equally spirited was maintained between Lieutenant Fairfax, in the Alert cutter, and the French schooner. Their force was pretty nearly equal; and the Frenchman supported the contest for an hour with the most determined bravery, but at last his vessel was so shattered, that he was compelled to strike.

From the capture of this vessel, Keppel derived information of an alarming nature. He had been led to believe, that his fleet was only inferior to that of the French in one or two ships, and he, therefore, concluded, that he might not only without rashness, but with the most perfect confidence, oppose any force the enemy could bring out against him. But he now discovered, that the French fleet in Brest road and Brest water, amounted to thirty-two ships of the line, besides ten or twelve frigates, whereas his own fleet consisted only of twenty sail of the line and three

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frigates. His situation was peculiarly critical and perplexing. It required no common share of sagacity and resolution to determine in what manner he should act. The consequences of a defeat on the enemy's coast, were not, in this case, to be estimated by the loss of a few ships, or by a temporary diminution of personal fame, or even of naval glory. The most important interests of England were at stake. And it appeared to him unwise to commit these to the hazard of a single die. On the other hand, it was a mortifying thing to retreat from the shores of an enemy to whom he had offered an insult, just when that enemy was coming out to avenge it. Such a retreat would be new in the naval annals of England, and degrading to the renown he had so well acquired. After much mature consideration, Keppel finally resolved to yield every thing to what he conceived to be a faithful discharge of the great trusts reposed in him. He wisely thought that the only fleet, which was then prepared to protect the commerce and the coasts of his country, ought not to be hazarded against vast odds, either upon personal or professional punctilio. His conquest over the fine feelings of pride and honour, was, however, extremely difficult. He afterwards declared, "that he never in his life felt so deep a melancholy, as when he found himself obliged to turn his back on France. And that his courage was never put to such a trial as in that retreat; but that it was his firm persuasion his country was saved by it."

The fleet returned to Portsmouth on the 27th of June; and Keppel then felt in its full force the necessity of a Commander in Chief being supported in the Cabinet, in those nice and doubtful cases wherein no specific line of conduct can be laid down, and there is no option left, but either to risk his own character, or sacrifice the essential interests of his country. In this situation he was, however, left wholly unsupported by the Ministers; and he never received the smallest direct or official approbation of his conduct; while in those publications which were tacitly admitted to be in the interest of the Ministry, his conduct was censured

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in the most scurrilous language, and his return into port ascribed to the basest motives: his general character was treated with coarse and unmanly obloquy, and his naval reputation depreciated and vilified by every art, and every falsehood, which the meanness of malice could employ and invent. His conduct was viewed by these libellists in the same light with that of Admiral Byng, and they were even hardy and bold enough, to directly threaten him with the same fate. He bore all this opprobrium with a calm and dignified fortitude, and never once descended to justify the measure which the conviction of his reason had led him to adopt, and the propriety of which every day's experience tended to confirm. Instead of occupying his time in making useless complaints, he steadily pressed forward the preparations for his return to sea; which the fortunate arrival of the West India and Levant fleets, soon enabled him to complete, by the large supply of seamen that they furnished.

On the 9th of July he sailed again from Portsmouth with twenty-four sail of the line, and he was joined by six more two days afterwards. In all, therefore, he had now thirty sail of the line and four frigates, and two fireships. And the ships, in general, were commanded by men of the highest estimation, for nautical knowledge, skill, and intrepidity.

The day before Keppel's departure from Portsmouth the French fleet sailed from Brest, amounting to thirty-two sail of the line, and a vast number of frigates, under the command of the Count D'Orvilliers. On its leaving Brest, the Lively frigate, which had been stationed off that port to watch its motions, got so surrounded by the enemy, that she could not effect an escape, and was consequently captured.

The English fleet was divided into three divisions, the van being commanded by Sir Robert Harland, Vice-Admiral of the Red, the center by Admiral Keppel; and the rear by Sir Hugh Palliser, Vice-Admiral of the Blue. The Commander in Chief was assisted by the voluntary services of Rear-Admiral Campbell, an experienced and gallant Officer,

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who, from ancient friendship and a long participation of danger and service, condescended to act as his First Captain.

The French and English fleets came in sight of each other on the afternoon of the 23d of July. The French Admiral, ignorant of the increase of his adversary's strength, seemed at first disposed to bring on an immediate action; but as soon as the two fleets had approached near enough to discover each other's force, he evidently relinquished that determination; and continued afterwards to evade with the most particular caution, all the endeavours which were used to force him into an engagement. In the mean time night approached, and Keppel deemed it prudent to lay to in a line of battle, leaving the option of attack to the enemy. A change of wind, with a fresh gale, that took place in the night, made a considerable difference in the relative situation of the two fleets. The French by this means gained the weather-gage, whereby they had the advantage either of bringing on or of declining an action, as might best suit their views and circumstances. Two of the French line of battle having, however, fallen to leeward, Keppel resolved to cut them off from the rest of the fleet, and thereby compel the French Admiral either to sacrifice them, or to hazard a general engagement in their defence. Mons. D'Orvilliers preferred the former of these; and though the two ships, from the extreme swiftness of their sailing, were not captured by the English fleet, they were nevertheless effectually cut off. Thus the hostile fleets were placed on an equality in point of number of line of battle ships.

The French continued to hold the weather gage, and for four successive days Keppel beat to windward, and in vain endeavoured to bring them to action. It must not, however, be attributed to any want of spirit in D'Orvilliers, his thus obstinately declining a battle. The motives of both Commanders exactly corresponded with the different lines of conduct they pursued.

Two British East India and West India fleets, of immense value, were on their return home, and hourly expected.

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The position maintained by the French fleet was extremely favourable for intercepting these fleets in their course, more especially as the former covered a great extent of sea, not only from the order of sailing that was preserved, but from the vast number of frigates with which it was attended. Keppel's fleet effectually cut off that of his adversary from the port of Brest; but the French fleet on the other hand was spread athwart that course which the homeward-bound English traders were expected to hold; and from the situation of both the hostile fleets, and the state of the wind, might have captured them in the English Admiral's sight, without a possibility of his preventing it. It was, therefore, no less the object of Keppel to bring the enemy to an immediate action, than it was that of D'Orvilliers to avoid it.

Finding it impracticable to preserve a regular line of battle, in the pursuit of the French fleet, Keppel ordered the signal for action to be hauled down, and the one for chasing to windward to be kept constantly flying. The chase was accordingly continued without intermission. On the morning of the 27th of July, the French fleet was still far to windward, and appeared as desirous as ever to decline an action. At this time the Vice-Admiral of the Blue was somewhat more to leeward than his station required; and having his main-sail up, the ships of his division were necessarily kept under an easy sail. Upon observing this, Keppel made a signal for some ships of the blue division to chase to windward, for the purpose of strengthening the center of the fleet as much as possible, and of thereby filling up that interval between it and the rear, occasioned by the Vice-Admiral having fallen so far to leeward. The reason why he made this signal to a part instead of the whole of the rear division, was, that the ships must then have chased in a body, which would have of course retarded those that sailed swiftest. Of the object of the signal the Vice-Admiral was perfectly sensible, for he immediately made more sail in his own ship. By eleven o'clock in the forenoon a violent squall, and some sudden changes of wind which it

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occasioned, brought the two fleets so close to each other, that an engagement was inevitable. But as this was a situation, which it was the object of the French Admiral to avoid, he endeavoured to evade its consequences, and suddenly put about on the other tack. By this manœuvre the heads of the ships in each fleet were directed to opposite points; and as the French still kept up a press of sail, the English fleet could only engage them partially in passing, and by consequence could not make any effectual impression.

The French began the action by opening a distant fire at the headmost of the van division of the British fleet; but Sir Robert Harland did not allow a single shot to be returned, until they came very close. A similar conduct was pursued by the fleet in general, as fast as each ship could close up with the enemy; and though they were widely extended by the chase, they were all soon in battle. As the fleets passed each other on the opposite tacks, the cannonade was kept up on both sides with great vigour, and the effect which it produced was considerable. The action continued for upwards of three hours. The British ships suffered very much in their masts, yards, and rigging, by the fire of their opponents being chiefly directed to those objects; while the enemy, on the other hand, lost considerably in men, by the fire of the English being levelled at their hulls.

When Keppel had passed the rear of the French, and the smoke had cleared away sufficiently to admit of observation, he perceived that the Vice-Admiral of the Red, with part of his division, had already tacked, and was standing towards the enemy; but he at the same time saw that none of the other ships which were out of the action, had yet tacked, and that some of them were falling to leeward, apparently employed in repairing the damages they had sustained. His own ship, the Victory, had so great a share in the action, as to be unable to tack immediately; nor could he wear and stand back on the other ships coming up astern of him out of the action, without occasioning the utmost

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confusion. He, however, wore his ship as soon as possible, and got round towards the enemy, but it was some time before any of the other ships could follow him, and at last three or four only were able to close up with her. In this situation he hauled down the signal for general action, and made the signal to form the line of battle ahead. At this time the Victory was ahead of the whole of both the center and red divisions, and had time to unbend her main-top-sail, which had been rendered totally unserviceable, while the ships astern were making the best of their way into their respective stations. As the Rear-Admiral of the Blue commanded the rear division, which was of course the last out of action, he was now ahead of the Victory, which had become his proper station. Yet, regardless of the signal, he quitted his station in the front of that line of battle for which it was kept flying, and passing his Admiral to the leeward on the contrary tack, whilst he was advancing to the enemy, never came into the line during the remainder of the day *.

The situation of the British fleet at this time, was represented by Officers of the first character, who were present, as follows:—"The Victory was the nearest ship to the enemy, with no more than three or four of her own division in any situation either to have supported her or each other in action; Sir Robert Harland, with six sail of his division, was to windward, and ready for instant service; the Vice-Admiral of the Blue was on the contrary tack, and totally out of the line; other ships were far astern, and five that were disabled in their rigging, at a great distance to leeward." Thus it is evident Keppel could not then collect together above twelve ships to renew the engagement.

The French, on the other hand, expecting to be attacked, had hastily got together most of their ships, which, from the act of wearing, were at first in a sort of cluster, but from

* See this fact fully substantiated in evidence, in the authentic copy of the proceedings of Keppel's trial, printed at Portsmouth, 1779.

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which they were afterwards gradually extended into a line of battle. However on noticing the English ships that had dropped to leeward, they edged away, with the view of cutting them off from the fleet. Keppel seeing into their design, instantly wore and stood athwart the van of the enemy. And at the same moment he sent orders to Sir Robert Harland, to form his division astern of the Victory, in order to cover the rear, and keep the enemy in check until the Vice-Admiral of the Blue should come into his proper station. These orders were directly obeyed by the Vice-Admiral of the Red.

At this time Keppel observed that he was nearing the enemy, and that the Vice-Admiral of the Blue still continued to lie to windward, and he accordingly made the signal for the ships to windward to bear down into his wake. This signal was repeated by the Vice-Admiral of the Blue, but as he did not obey it himself, his doing so was, by the ships of his division, understood as an order for coming into his own wake, which was accordingly done.

These appearances of neglect of duty on the part of the Vice-Admiral of the Blue, were afterwards proved on his trial to be owing to the disabled condition of his ship; and on the credit of this he was acquitted.

The French Admiral finding it impracticable, in consequence of the evolution just performed by the British fleet, to cut off the disabled ships, ranged up to leeward in line of battle, parallel to the center division; upon which Keppel instantly made the signal to bear down upon the enemy's line, and renew the action. He sent to Sir Robert Harland to stretch away ahead and to take his proper station in the line, which order was speedily obeyed. And observing the Vice-Admiral of the Blue still to windward, with his fore-topsail unbent, and apparently without using any means to repair it, he sent Captain Windsor, of the Fox frigate, at three o'clock, with express orders to him, to bear down into

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the wake of the Victory; and likewise to inform him, that the Admiral only waited for his division to renew the battle. Yet, notwithstanding this peremptory command, the Vice-Admiral, on the plea of the disabled state of his ship, did not think fit to comply. At seven o'clock the signal was made for each particular ship of the Blue division, to come into her station in the line; but before this last signal could be obeyed, night put a period to all farther operations.

The conduct of the French fleet during the night, still farther confirmed the disinclination of D'Orvilliers to renew the action. He stationed three frigates with lights, in situations calculated to divert the attention of the English, and to lead them to suppose that the whole French line still kept that position in which it had been last seen after sunset. By means of this deception, and the darkness of the night, the rest of the French fleet stood in towards the land, and the wind being fair, arrived at Brest the evening of the next day.

At day-light Keppel, to his infinite mortification and disappointment, saw the deception that had been practised. The French fleet was only visible from his mast-head, and the three frigates by which the retreat was effected, were several leagues to leeward. He at first made a signal for four ships to chase them, but perceiving that the pursuit would be ineffectual, both from the distance of the chase, and the crippled condition of his ships, he recalled them. The same reasons operated still more forcibly on his mind with regard to a general pursuit, from which, he concluded, no beneficial purpose could arise.

The loss of men in the British fleet amounted to 133 killed, and 373 wounded. No Officer was killed, and few wounded. The loss of the French, as acknowledged in their own Gazette, was about 1000 in killed and wounded. But by all the private accounts from France, their loss was estimated at 2000; and that Gazette is little to be credited, which told the people of France that D'Orvilliers had gained a decisive victory, and returned in triumph into port. The

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French Commander, however, disclaimed an honour to which he was not entitled, and called the engagement a *drawn battle*, which in effect it really was.

It is foreign to our purpose to endeavour to account for the conduct of the Vice-Admiral (Sir Hugh Palliser) on this memorable occasion; and indeed were it not so, it would be extremely difficult to assign any satisfactory motive for a behaviour so contrary to the whole tenor of his public life. He was universally known to be a man of great resolution and bravery. He was admitted to possess a very competent knowledge of his professional duty. And one is slow in supposing such a man capable of deliberately sacrificing the honour of his profession and the interests of his country, to the gratification of any mean or selfish passion. Yet, an impartial view of his conduct in regard to Keppel's trial, admits of no other supposition. On the day after the action, however, no liberal mind could entertain a thought of this sort. And Keppel felt disposed to make every possible allowance for those sudden, and often unaccountable, momentary weaknesses and failures of the mind, to which all men, in a greater or less degree, are occasionally liable. He, therefore, determined, perhaps with a blameable lenity, to pass over the conduct of Sir Hugh Palliser unnoticed. He had no doubts of his courage, and he did not think error or mistake sufficient grounds for subjecting him to the ordeal of a judicial inquiry. He accordingly couched his public dispatch in general terms, stating facts as far as he went, throwing no blame on any person, and commending the bravery of the two Vice-Admirals and the other Officers of the fleet. Captain Faulknor, who was the bearer of this dispatch, was, however, intrusted with a verbal message from the Admiral to the First Lord of the Admiralty, which was intended to leave an opening for explanation, if the Marine Minister had required it. The message was in the following words:—"Give my compliments to Lord Sandwich, and tell him I have more to say to him, than I think

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it proper to put in my public letter, and if it is his Lordship's pleasure to ask me any question, I am ready to wait on him." This message the Captain repeated twice to the Minister, without its producing either observation or inquiry.

Having left a sufficient force to protect the homeward-bound East and West India fleets, Keppel returned to Plymouth to refit.

The benefit arising from the considerate conduct he observed in regard to Sir Hugh Palliser, was soon seen. Concord and unanimity were preserved in the fleet, and every exertion was used in refitting it. And in the mean time he received a letter from the Admiralty, declaring in the most explicit terms, his Majesty's full approbation of his conduct, accompanied with the congratulations of the Lords of the Admiralty. Yet was he far from being satisfied in his own mind with what had passed. The result of the operations on the 27th of July, and the subsequent escape of the French fleet, he could not think of without vexation and regret. With a just confidence in himself, he had reasonably hoped, at the commencement of the action, to have done a signal service to his country, and to have raised his own name to the heighth of naval glory. To use his own words, he hoped to have made the 27th of July, *a proud day for England.* But by accidents, against which no foresight or prudence could have provided, and by the unaccountable conduct of Sir Hugh Palliser, he was disappointed in these well-founded and animating hopes. The battle was indeed honourable to his skill and courage; but the fruits of both were lost. It was not decisive; and the whole French fleet was in safety in its own harbour. His feelings too were kept alive to these reflections by the murmurs and dissatisfaction which began to show itself in London, where his own conduct, as well as that of Sir Hugh Palliser, was criticised and censured. Nevertheless, he firmly adhered to his resolution of not calling for a court of inquiry upon the

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conduct of the Vice-Admiral of the Blue. He foresaw that such a proceeding would unavoidably suspend the whole operations of the fleet, which he conceived it was his paramount duty to attend to. He, therefore, pushed forward the repairs of the different ships with the utmost alacrity; and on the 23d of August returned with his whole fleet to his station off Brest. The French, however, did not choose to give him an opportunity of retrieving his disappointment. They never ventured out of port during the whole of his cruise, from which he finally returned on the 28th of October.

The reception he met with on his arrival in London, both at Court and at the Admiralty, was even beyond his expectations. His Majesty honoured him with the most gracious expressions of his satisfaction, favour, and esteem. And the First Minister of Marine made the most flattering acknowledgements of his entire approbation of his conduct.

Neither this reception, however, nor the silence which Keppel so rigidly observed in regard to the mismanagement and mistakes of the Vice-Admiral of the Blue on the 27th of July, had much weight with the Officers of the fleet, who, though silent for a while, could not long be induced by any motive of discretion or power of example, altogether to withhold their sentiments on the subject. A general murmur accordingly spread through the fleet, and the loss of a complete victory was, without hesitation, ascribed to the misconduct and disobedience of orders of the Blue division. Officers of distinguished merit, who belonged to that division, and whose conduct on that day was highly exemplary, felt their honour severely wounded in the generality of the imputation, and called loudly for an inquiry. At last the discontent that prevailed in the fleet, became the subject of conversation in every company, and very soon, by a natural transition, a matter of discussion in the newspapers. Those journals that had before excited the indignation of every sensible and liberal mind, by their libels on Keppel, now lavished, with great consistency of taste and decorum, the

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most falsetic encomiums on Palliser. These invidious panegyrics necessarily gave rise to severe strictures and observations. An anonymous letter, attributed to an Officer who had been in the action of the 27th, appeared in one of the papers, in which the escape of the French fleet on that day was directly charged to, and circumstantially laid against the Vice-Admiral of the Blue. This publication occasioned a direct application to Keppel from Sir Hugh Palliser, requiring from him a public justification of his conduct, and an express contradiction of those foul aspersions, which, he said, had been propagated to injure his honour and character. And in order the more completely to effectuate this purpose, he transmitted a written paper, containing a statement of particulars, which he required Keppel to *sign* and *publish*. This request was peremptorily refused by Keppel, with some marks of surprise and disgust; in consequence of which Sir Hugh Palliser immediately published in one of the Morning Papers, a long statement of particulars respecting the action of the 27th, together with an introductory letter, signed with his name. This publication was full, not only of implied, but of direct censure against the conduct of Keppel; and it stated several material circumstances as undoubted facts, which, in the course of the subsequent trial of Keppel, were completely falsified by direct evidence. This extraordinary publication, striking directly at the character and honour of Keppel, excited the utmost public astonishment. He could now no longer remain silent. He declared to the First Lord of the Admiralty, that without a full and satisfactory explanation from Sir Hugh Palliser, he could not, consistently with his honour, ever go upon any service, or act in conjunction with him; for, that where the writer of such a letter had any command, nothing less than a mutiny could be expected. To this declaration he received no reply.

On the meeting of Parliament, which took place a few weeks after this affair, the subject of it was taken notice of in both Houses. On the first day of the session the Earl

of Bristol rose in the House of Lords, and called on the First Lord of the Admiralty for an inquiry into the conduct of the naval Officers on the 27th of July. Lord Sandwich, in reply, expressed the utmost disapprobation of the proposed inquiry. He said, the action off Brest, excepting merely the destruction of the enemy's ships, had produced all the consequences, and all the benefits which could have been derived from the completest victory. Our trade had been fully protected, that of France ruined, and our fleet rode triumphantly masters of the sea during the remainder of the campaign, whilst the enemy dared not venture to show their faces. He thought, on the other hand, that the proposed inquiry would be attended with the most mischievous consequences; it would split the whole Navy into parties and cabals, and raise a commotion in the nation, as almost every person would become interested on the one side or the other. He expressed his regret, that any misunderstanding had arisen between the Commanders in question, and declared himself fully convinced that they had both performed their duty with the greatest bravery and honour. He farther observed, that Admiral Keppel, in his public letter, had expressed his approbation of the conduct of the Vice-Admiral, and that that circumstance alone would, with him, have been sufficient ground for objecting to an inquiry.

In the House of Commons, the subject was taken up on the 2d of December, by the leading member of Opposition, who, after a speech replete with the severest strictures on the conduct of the naval department, observed, "that as Admiral Keppel had declared he could not again sail with the Vice-Admiral, it was become a matter of national importance to investigate the affair immediately and thoroughly." And concluded by saying, that as both these Officers were then in their places, he hoped one or both of them would afford the House some satisfaction on the subject, as well for the sake of their own honour, as for that of the public tranquillity.

Upon this Admiral Keppel rose, and gave an account of his conduct from the time he took the command of the fleet.

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And declared, that if he was again to go over the business of the 27th of July, he would conduct himself in the same manner he then had. He said, every thing he could do against the enemy had been done. But observed, at the same time, that the oldest and most experienced Officers would discover something in every engagement, with which they were previously unacquainted; and he acknowledged that that day had presented something new to him. He said he impeached no man of neglect of duty, because he was fully satisfied the Officer who had been alluded to, had shown no want of courage, which was the quality most essential to a British seaman. He said, that he was exceedingly astonished when he saw that an Officer under his command had made an appeal to the public in a Newspaper, tending to render him (Admiral Keppel), odious and despicable in the eyes of his countrymen, when no accusation whatever had been laid against the Officer thus acting. As to the anonymous attack on the Vice-Admiral, he said, that the gentleman must have been sensible it did not come from him. He also had been severely aspersed in the Newspapers, but he never could have resorted to such a remedy as the Vice-Admiral had thought it becoming to adopt. He said, he would not directly charge Ministers with being the promoters of the abuse against him, they rather seemed to be his friends, and caressed and smiled upon him; but he said he was indifferent either to their frowns or their smiles, and regardless of every consequence which could follow from either. He was still ready to serve his country, whenever they thought fit to call on him.

Sir Hugh Palliser said, in reply, that the Hon. Admiral spoke with reserve; he heartily wished him to speak out, that he might have an opportunity of fairly answering the charge. He held all insinuations and affected tenderness in contempt. If there was any real ground of accusation, why not make it openly? An Officer's honour was not less tender with respect to insinuations of misconduct than to those of courage. It was owing to such insinuations, that he had

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felt himself obliged to appeal to the public. By the facts related in that appeal, he emphatically declared he was ready to stand or fall. He said, it was particularly unpleasant to a man of sensibility, to be under a necessity of saying any thing against a friend, but where an Officer's reputation was at stake, the removal of an unjust stigma superseded all other considerations. He concluded by asserting, that he had neither been guilty of neglect of duty, nor disobedience of orders; that the report of his disobeying signals was a direct falsehood; that he despised all means resorted to both within and without doors, to vilify him as a professional man; and that conscious of his innocence, he feared neither reports nor assertions, neither a Parliamentary inquiry nor a public trial.

Admiral Keppel replied, that he did not understand what was meant by indirect charges and insinuations. He had made none. His charge was single, open, direct, and confined to its object. It went to a letter signed Hugh Palliser, in a public Newspaper. He had made no charge against him, but as the Vice-Admiral had now entered on the subject of signals, and declared it to be no fault of his that the French fleet was not re-attacked; he must say, as to that, that he presumed every inferior Officer was bound to obey the signals of his Commander, and he would now inform the House, and the public, that the signal for coming into the Victory's wake, was flying from three in the afternoon till eight in the evening, without being obeyed. But at the same time he observed, that he did not charge the Vice-Admiral with actual disobedience, and that he was fully persuaded of his personal courage.

Upon the fixing of so material a charge against the Vice-Admiral, a gentleman rose and moved an address to his Majesty, for an order to bring Sir Hugh Palliser to trial. But another question being then before the Committee, this motion was deferred till a subsequent day.

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Accordingly on the 11th of December, Mr. Luttrell moved an address to his Majesty to the above mentioned effect. The motion being seconded, Sir Hugh rose, and in a speech full of passion and vehemence, complained bitterly of the injurious manner in which he was treated by Admiral Keppel, who, instead of justifying his character, seemed to countenance the villanous insinuations which some dark assassins had thrown out against him. These aspersions he had endeavoured to support, by substantially charging him in the House with disobedience, and thereby attributing to him the want of success on the 27th of July. But the truth was, the Admiral wanted to load him with the public odium arising from the miscarriage of that day, and compel him to bear the blame of his own palpable mistakes and incapacity.

The extreme violence of this language having occasioned the friendly interposition of a gentleman on the Court side, Sir Hugh proceeded with more moderation. He said, that finding he could not obtain justice by any personal application, and that no public motives could induce the Admiral to bring forward any charge against him which might afford an opportunity for the vindication of his character, he had been driven by necessity (not having a right to demand a trial on himself), in order to repair the injury done to his honour, to lay five specific charges of accusation against Admiral Keppel, tending to show, as he avowed *hereafter to demonstrate!* that the failure of success on the 27th of July. with the subsequent consequences, were owing to the misconduct and fault of that Commander; and that he had, therefore, demanded a Court-Martial on that gentleman, which the Admiralty accordingly granted. He concluded by saying, that the measure he had taken was dictated by self-defence; that he had taken it with the utmost reluctance and pain; for that there were few men living he had a higher esteem and veneration for than the Honourable Admiral, as a friend whom he had known for many years, and

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whose intimacy he had hitherto looked upon as one of the happiest circumstances of his life.

This speech produced the greatest surprise, concern, and disapprobation in every part of the House; and the Vice-Admiral's conduct, both with respect to the publication in the Newspaper, and to his demand for a Court-Martial, was unreservedly condemned by several Officers of distinction in the Navy, who were then present, and by whom he had been long esteemed. When the Admiral rose to reply, an unusual silence prevailed in the House.

The Admiral thanked the gentlemen in every part of the House, for their friendly partiality in his favour, and for their wishes to prevent an inquiry, which carried in its very face as well as nature, an implication of censure to his character. But their endeavours he said, were too late. His accuser had laid specific charges of criminality against him, which not only struck directly at his life, but at what was infinitely dearer to him, his honour; and in a few hours after these charges were laid, the Admiralty, without farther inquiry, sent notice to him to prepare for his trial by a Court-Martial. However disagreeable, he said, such an event might seem, as the reward of forty years service spent in the service of his country, he should not only meet it with good will, but with great inward satisfaction. He was under no apprehension that the issue would afford any cause of concern to his friends. His heart acquitted him of all guilt, and he made no doubt his country would do so likewise. He said, he should take no part in the present question, nor stay longer than while he was speaking, and concluded, by thanking God that he was the *accused* and not the *accuser*. He then quitted the House.

During this speech the House manifested an uncommon degree of sympathy; and at every pause as well as at its conclusion, those plaudits which Parliamentary forms admit of, were almost generally bestowed. Upon his departure, the subject was taken up by Mr. Burke, with his usual eloquence and animation. He said, the whole affair wore the appear-

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ance of being a preconcerted scheme for the ruin of the Honourable Admiral. He considered the Vice-Admiral as the mere creature and instrument of the Admiralty, whom he loaded with the most pointed and forcible invectives.

The Vice-Admiral upon this, thought it fitting to assure the House, upon *his honour*, that no person whatever had any previous knowledge of his intentions.

The debate was carried on for some time longer with great warmth. The conduct of the Admiralty was condemned in the most open manner, by some distinguished naval Officers, who took part in the debate, and who declared that the encouraging an inferior Officer in bringing his Commander to a Court-Martial, was a most dangerous precedent, and would be attended with the most pernicious consequences. These sentiments were not at this time followed up with any specific motion by the Opposition. And the original motion of address for the trial of Sir Hugh Palliser, was disposed of by the Minister moving the order of the day.

The measure thus adopted by the Admiralty of bringing Admiral Keppel to an immediate trial, upon the charges exhibited against him by Sir Hugh Palliser, occasioned a very general dissatisfaction throughout the country, and excited in the Navy one universal burst of indignation. A spirited memorial was drawn up and presented to his Majesty, signed by twelve of the oldest and most distinguished Admirals then in England, with the revered name of HAWKE at their head. This memorial condemned the conduct of Sir Hugh Palliser in every part of the transaction, in the most marked manner, and represented in strong colours the ruinous consequences which the establishment of the precedent and principle now introduced, would inevitably bring on all naval service and discipline.

The memorial itself is drawn up with great ability; but we must reserve it, together with an abstract of the proceedings at Keppel's trial, and all the material documents relating thereto, for an Appendix to this Memoir.

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The memoiral was presented to his Majesty in the closet, by the Duke of Bolton, who had demanded an audience for the purpose, and was himself one of the subscribers. But though two-thirds of the Admirals who signed it were altogether unconnected with the party in opposition, and thereby marked more strongly the general dissatisfaction in the Navy, it met not with the smallest notice.

Keppel now prepared himself for his approaching trial, which was ordered to be held at Portsmouth, on the 7th of January, 1779. Previous to its commencement Admiral Pigot moved in the House of Commons, that in consequence of Admiral Keppel being in a very bad state of health, leave might be given to bring in a bill to enable the Admiralty to order his trial to be held at some convenient place on shore, instead of its being held on board of ship, which was the mode prescribed by law. Leave was immediately given, and the bill passed the House without opposition.

On the 4th of January Keppel repaired to Portsmouth, whither he was attended by a great number of his friends, among whom were some of the most illustrious persons in the kingdom for rank and talents. The Duke of Cumberland, the Duke of Richmond, the Duke of Bolton, the Marquis of Rockingham, the Earl of Effingham, the Earl of Albemarle (his brother), Mr. Fox, Mr. Burke, and Mr. Sheridan, were his principal attendants on the occasion. The Hon. Thomas Erskine accompanied him as his counsel, in which capacity he first displayed those abilities which have since become so serviceable to his country.

On Thursday, January the 7th, the trial commenced at the Governor's house, at Portsmouth. Admiral Keppel was attended thither by a respectable body of Officers of the Navy, drawn together by that habitual love and veneration which they had for him. He was received at the door of the Court-house with three cheers, from the crowd assembled there to see him pass. He entered the Court in a firm easy manner, and bowed to the President (Sir Thomas Pye), with a chearful complacency.

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We cannot here interrupt our narrative with any account of the proceedings which followed. It will be sufficient to state, that the trial lasted a month and four days, and that after the most full, strict, and patient examination of the almost endless detail of evidence on both sides, the Court, on the 11th of February, came to the following decision:—"That the charge exhibited against the prisoner for misconduct and neglect of duty on the 27th of July, is *malicious* and *ill founded*; it having appeared, that the said Admiral, so far from having, by misconduct and neglect of duty on the day alluded to, lost an opportunity of rendering essential service to the State, and thereby tarnished the honour of the British Navy, behaved as became a judicious, brave, and experienced Officer."

The President then addressed himself to the Admiral in the following words, at the same time delivering to him his sword.

ADMIRAL KEPPEL,

It is no small pleasure to me to receive the commands of the Court I have the honour to preside at; that in delivering your sword, I am to congratulate you on its being restored to you with so much honour; hoping, ere long, you will be called forth by your Sovereign, to draw it once more in the defence of your country.

This speech was no sooner pronounced than a general acclamation of joy burst forth in the Court; which being communicated to the crowd without, became universal through the town. A signal gun was fired to dispatch the tidings to Spithead, upon which the ships there saluted and cheered. The East Indiamen at the Motherbank fired nineteen vollies.

When the Admiral came out of the Court-house, he again received the acclamations of the multitude, and yielding to the solicitations of the Navy at large, he walked to his apartments in procession, preceded by a band of music, and attended by the Admirals, and Captains of the fleet The noblemen and gentlemen had light blue ribbons in their hats (which they carried in their hands), with the word

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Keppel inserted in gold letters, presented to them for the occasion by the Dutchess of Cumberland, the Dutchess of Richmond, the Marchioness of Rockingham, the Countess of Effingham, and other ladies of fashion. The band played *He comes, he comes, the Hero comes*; while the whole concourse of noblemen and gentlemen in the procession, and ladies from the windows, supplied the vocal part, and the crowd closed each period of the harmony with a choral cheer.

As soon as he got into his house, he came to the window, with the Duke of Cumberland on his right hand and Sir Robert Harland on his left, bowed to the people in the street, and then received the congratulations of the noblemen and gentlemen on his honourable acquittal.

The day after these transactions at Portsmouth, the sentence, and the short speech made by the President of the Court-Martial, being read in the House of Commons, the following motion was made and carried with only one dissenting voice, "That the thanks of this House be given to the Honourable Admiral Augustus Keppel, for his distinguished courage, conduct, and ability, in defending this kingdom in the course of the last summer, effectually protecting its trade, and more particularly for his having gloriously upheld the honour of the British flag on the 27th and 28th of July last."

The thanks of the Lords, in nearly the same terms, were agreed to in four days after, with every external appearance of the most perfect unanimity.

The spirit which prevailed in Parliament on this memorable occasion, was diffused throughout the whole country. The trial at Portsmouth had arrested the attention and interested the feelings of the public in a very unusual degree, and in its result, every one seemed to think the prosperity and glory, as well as the justice and honour of the nation, materially concerned. The news of Keppel's acquittal was therefore received with an enthusiasm correspondent to these sentiments; and was celebrated in every part of the

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kingdom, as a great national deliverance. The rejoicings and illuminations were general and splendid; and the example of the metropolis was followed by all the principal provincial towns.

On Keppel's arrival in London, he received a letter from the Admiralty, requesting him to resume his command. With this requisition he thought it his duty to comply; though the studied coldness of the official terms in which the letter was couched, together with a garbled quotation that it contained from the sentence of the Court-Martial, omitting the clause so much to his honour, as well as that which marks the demerits of his accuser, too plainly indicated that the Lords of the Admiralty had not the satisfaction of participating in the real and unmixed joy of the people of England at the event of his trial.

The disposition thus manifested by the Admiralty afforded a subject of discussion in both Houses of Parliament; and the debates on this subject led to others of still greater magnitude, which were connected with it. In all these discussions Keppel took an active part in support of the Opposition; and his speeches were always felt in the House, because he delivered with clearness and precision, the observations which a great share of manly good sense, assisted by a consummate knowledge of the subject, had enabled him to make.

In March 1782, when the Rockingham party came into power, he was made First Lord of the Admiralty, and at the same time was sworn in one of the members of the Privy Council. On the 8th of April following, he was promoted to the rank of Admiral of the White; and on the 29th of the same month was created Viscount Keppel, of Elvedon, in the county of Suffolk.

On the death of Lord Rockingham, and the consequent formation of Lord Shelburne's Administration in January 1783, he of course resigned his situation of First Lord of the Admiralty; in which, however, he was soon replaced by

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his friends, who in the ensuing April were again brought into power. He now continued to preside at the Admiralty with no less credit to himself, than advantage to his country, till the elevation of Mr. Pitt, in the beginning of 1784; when he was again displaced. And being at this period very much afflicted with the gout, and his professional services not being required in time of peace, he finally retired from public life.

In his retirement he continued for two years longer to display with unaffected cheerfulness, though harassed with severe bodily infirmities, those many amiable qualities with which he was so largely endowed; and in the society of his private friends, he gave and received that pure pleasure which flows from the cordial sympathies of real esteem.

In the autumn of 1786, he was attacked with the gout in his stomach, of which he died on the 2d of October, in the sixty-third year of his age.

We shall conclude this account of his life, with the following fine and eloquent tribute to his memory, from the pen of his illustrious friend Mr. Burke: "The other day," says he, "in looking over some fine portraits, I met with the picture of Lord Keppel. It was painted by an artist worthy of the subject, the excellent friend of that excellent man from their earliest youth, and a common friend of us both, with whom we lived for many years without a moment of coldness, of peevishness, of jealousy, or of jar, to the day of our final separation."

"I ever looked on Lord Keppel as one of the greatest and best men of his age; and I loved and cultivated him accordingly. He was much in my heart, and, I believe, I was in his to the very last beat. It was after his trial at Portsmouth that he gave me this picture. With what zeal and anxious affection I attended him through that his agony of glory, what part my son, in the early flush and enthusiasm of his virtue, and the pious passion with which he attached

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himself to all my connections, with what prodigality we both squandered ourselves, in courting almost every sort of enmity for his sake—I believe he felt just as I should have felt, such friendship, on such an occasion. I partook indeed of this honour with several of the first, and best, and ablest in the kingdom, but I was behind hand with none of them; and I am sure, that if, to the eternal disgrace of this nation, and to the total annihilation of every trace of honour and virtue in it, things had taken a different turn from what they did, I should have attended him to the quarter-deck with no less good-will and more pride, though with far other feelings, than I partook of the general flow of national joy that attended the justice that was done to his virtue."

"Lord Keppel had two countries: one of descent, and one of birth. Their interest and their glory are the same, and his mind was capacious of both. His family was noble, and it was Dutch; that is, he was of the oldest and purest nobility that Europe can boast, among a people renowned above all others for love of their native land. Though it was never shown in insult to any human being, Lord Keppel was something high. It was a wild stock of pride on which the tenderest of all hearts had grafted the milder virtues. He valued ancient nobility, and he was not disinclined to augment it with new honours. He valued the old nobility and the new, not as an excuse for inglorious sloth, but as an incitement to virtuous activity. He considered it as a sort of cure for selfishness and a narrow mind. These sentiments he felt by the sure instinct of ingenuous feelings, and by the dictates of a plain, unsophisticated, natural understanding."

Lord Keppel was never married. He left the bulk of his fortune, which was very considerable, to Miss Keppel, his natural daughter. The remainder of it went to his brother, the Earl of Albemarle.

[The Appendix to this Memoir, containing an abstract of the trial, together with all the principal documents relating thereto, we are obliged to postpone till our next.]

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CAPTURE OF LA CHEVRETTE.

IT has been universally allowed in the Navy, that the capture of this vessel was an exploit of peculiar difficulty, and could alone have been achieved by the most prompt and dexterous heroism. But it is not sufficiently known to whom the rare merit belongs, of having conducted this enterprise. Owing to an unfortunate concurrence of untoward circumstances, which motives of delicacy forbid us to explain, it has not been made known to the public, that Lieutenant MAXWELL, of the BEAULIEU frigate, was the Officer who, in FACT, commanded the intrepid party that cut La Chevrette out of Cameret Bay. This fact, in consequence of those circumstances, was not at first communicated to Admiral Cornwallis, but as soon as it was made known to him, he ordered a court of inquiry to be held on board the Mars, on the 9th of August, 1801, to investigate the affair. The result of the investigation fully satisfied the gallant Admiral, that the chief merit of the achievement was due to LIEUTENANT MAXWELL; who shortly afterwards received a very flattering letter from him, inclosing a commission as Master and Commander, which Lord St. Vincent had transmitted in the most handsome manner, and in a way peculiar to himself, as a reward for his distinguished bravery. That noble Lord has also rewarded every other Officer, and every seaman, who distinguished himself on the occasion. We noticed in page 216, the Boatswain of the Beaulieu, and some other of the petty Officers, who were promoted in consequence of the daring intrepidity they had displayed. It only remains to express our mingled admiration and regret for those gallant men who fell, or were dangerously wounded in the action. Of these the most distinguished were Lieutenant Burke of the Doris, Lieutenant Sinclair, of the Marines, belonging to the Beaulieu, Lieutenant Neville of the Uranie, Mr. Phillips Master's Mate, and Mr. Finores Midshipman, of the Beaulieu.

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We have the satisfaction to subjoin the following full and authentic Narrative of the enterprise, which we think will be read with equal surprise and admiration.

An Authentic Narrative of the cutting out of the French National Ship LA CHEVRETTE, *out of Camaret Bay, on the 22d of July,* 1801, *by the Boats of the* BEAULIEU, URANIE, *and* DORIS, *under the Command of Lieutenant* MAXWELL.

IN the month of July 1801, a squadron of British frigates, employed in watching the enemy's fleet, lay at anchor close in with the harbour of Brest, far above St. Matthew's light-house. The combined fleets of France and Spain were full in their view; still nearer, and quite open to them, was the bay of Cameret, where the French national corvette La Chevrette lay protected by the batteries. In this situation, she was considered by the French as no less secure than if she had been in the roads of Brest; while the effect which this seemingly impregnable position had upon the British squadron, was to inspire a wish to cut her out. It was resolved by the Commander of the squadron that this attempt should be made. Accordingly, the boats of the Doris and Beaulieu, manned entirely by volunteers, under the orders of Lieutenant Losack, who had been sent from the Admiral's ship to conduct the enterprise, set out on the night of Monday, the 20th of July, to attempt bringing out the corvette. But a separation of the boats having taken place, no attempt was made that night. Some of the boats having reached the entrance of the bay, lay there on their oars till dawn of day, in expectation of being joined by the rest; and before they got back to the frigates, were unfortunately seen both from the corvette and from the shore.

The enemy now concluded, what they had never before imagined, that an attack was meditated. Though they judged it a measure of extreme rashness, they were resolved to omit no possible preparation. In the morning of the 21st they got the corvette under way, moved her a mile and a half up the bay, and moored her under the batteries. They put on board of her troops from the shore, so that her number of men now amounted nearly to 400. The arms and ammunition were brought upon deck, and the great guns were loaded to the muzzle with grape-shot. The batteries were prepared; temporary redoubts were thrown up upon the points; and a gun-vessel, with a couple of thirty-two-pounders, was moored at the entrance of the bay as a guard-boat. Having taken these precautions, they in the afternoon displayed a large French ensign above an English one, as a signal of defiance.

All these manœuvres were well observed from the Beaulieu, the crew of which ship had showed extraordinary ardour to engage in this en-

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terprise. Though they now saw that a most desperate resistance was certain, the severe disappointment which they experienced from the fruitless expedition of the former night, filled them with eagerness to make an effectual attempt. Mr. Maxwell, the First Lieutenant, who had not been out on the night before, and who was ordered on an expedition then in agitation of carrying fireships into Brest, gladly embraced this opportunity of practising his boat's crew selected on this occasion, preparatory to the grand object, and resolved to head his own shipmates in the attack to be made that night. This Officer, warned by the former failure, resolved to keep his own boats in close order; and should a separation of the other boats happen as before, through any unfortunate accident, to proceed to the attack with the Beaulieu's boats alone. This resolution, so congenial to their wishes, his shipmates heard with much satisfaction, and employed themselves through the day in putting the arms in the best order, particularly in grinding the cutlasses to cut the boarding nettings, and other impediments which they expected to meet with.

When night arrived, six boats, manned with between eighty and ninety Officers and men of the Beaulieu, all volunteers, joined, about half past nine, the boats of the Doris, Uranie, and Robust; the whole being, as before, under the command of Lieutenant Losack. The orders which he then gave were, to lie to on their oars, or pull easy, as it was much too soon for the attack. About a quarter of an hour afterwards, Lieutenant Losack, with his own boat, accompanied by some other boats, went in chase of a boat from the shore *. For a considerable time after he parted company, the remainder of the boats continued as he left them, lying to on their oars, and sometimes pulling easy. Finding he did not return, Mr. Maxwell, reflecting upon the miscarriage of the preceding night, considering that the boats were yet at least six miles from the scene of action, and aware of the time requisite to row that distance against a fresh breeze, judged it expedient, in order that the enterprise might have the best chance of succeeding, to proceed immediately towards the entrance of the bay; a situation evidently more eligible for them to lie to, should this be necessary, than where they then were. He, therefore, gave way ahead with the boats of the Beaulieu; and the other boats followed his example. As they proceeded, they perceived the signals of the enemy, both to and from the shore; and at length they arrived off the entrance of the bay.

It was now about half past twelve. The moon was sinking beneath the horizon. The wind, which for the first part of the night blew

* Supposed to be a look-out boat belonging to the enemy, and therefore of consequence to be secured, if possible.

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right into the bay, had been dying away, and it was now a perfect calm. Every thing concurred to render this the time at which an attack might be made with probability of success. The night was too far advanced to admit of any longer delay; and had the attempt been deferred till next night, it must have been made to great disadvantage, on account of the increasing moon, now in the eleventh day of her age. However, Mr. Losack, and the boats which accompanied him, were still absent. In consequence of his absence there was much difference of opinion through the remaining boats. Many were undetermined in what manner to act, whether to go on, or to return to their ships.

These circumstances were adverted to by Mr. Maxwell, who was now the senior Officer. He saw that there remained but one way of preventing a total failure of the enterprise; and that was, to assume the command himself, and immediately to proceed to the attack with the boats present. He declared that this was his resolution; he informed of it the boats within hail, and dispatched a Midshipman to those astern, and seemingly returning, with orders to them, in the name of his Majesty's service, to follow the boats of the Beaulieu to the attack. This determination was received with rapture by the volunteers of the Beaulieu.

About this time, by extraordinary good fortune, a gentle breeze sprung up from the south, right out of the bay. This breeze, so auspicious to the success of the enterprise, animated the men to enthusiasm. To Mr. Maxwell it dictated a manœuvre singular and daring. He gave orders, that immediately upon boarding, while the rest were engaged in endeavouring to disarm the enemy's crew on deck, the smartest topmen of the Beaulieu, whose qualifications he well knew, should fight their way aloft, and cut the sails loose with their cutlasses. He also appointed the most trusty hands to cut the cable, one of the best men in the boats for the helm, and hands for the rudder-chains, in case of the tiller-ropes being cut. Having made this arrangement for setting the ship adrift instantly upon boarding, and thus taking advantage of the favourable breeze, he gave orders for the charge.

The sky being clear, though the moon was set, they soon came in sight of the corvette, and were as soon seen from her. The instant she hailed, at the distance of four or five cables, she opened a heavy fire of musquetry from every part of the ship, accompanied by showers of grape shot from the great guns. A heavy fire of musquetry at the same time commenced from the shore and batteries; in the face of which, the Beaulieu's boats, in the most gallant and intrepid manner, rushed on to the attack, most nobly assisted by those of the Uranie, commanded by Lieutenant Neville, who stood up in his

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boat, cheering and animating his men, with the most undaunted bravery, while the bullets were flying about their heads like hail, and many were dropping down, killed or wounded, before they came alongside. When they reached the vessel, the Beaulieu's boats boarded on the starboard bow and quarter; the Uranie's, one of the Robust's, and one of the Doris's on the larboard bow. The attempt to board was most obstinately opposed by the French, armed at all points with fire arms, sabres, tomahawks, and pikes, who in their turn even boarded the boats.

Notwithstanding this obstinate resistance, in the course of which the assailants lost all their fire-arms, and had nothing remaining but their swords, the boarding was effected. The men who had been ordered for that service, proceeded to fight their way aloft. In this attempt several of them were killed, and others desperately wounded; but the rest persevered with unparalleled courage. Many of them, bleeding of their wounds, got upon the yards, upon which they were obliged to scramble out with their cutlasses, upon their hands and knees, the foot ropes having been all strapped up; and, surmounting every obstacle, they executed, with inconceivable expedition, the arduous service in which they were engaged. In less than three minutes after the boats came alongside, in the very heat of the conflict, when almost half of the British sailors were killed or wounded, and the enemy were three to one against them, down came the three top-sails and courses; the ship at the same time casting, the cable being cut outside.

The prompt execution of these operations proved decisive. The moment the French saw the sails fall, and found themselves, as if by a miracle, under way and drifting out, they were seized with astonishment and consternation. Some of them jumped overboard, others threw down their arms, and tumbled down the hatchways. The British sailors now soon got possession of the quarter-deck and forecastle, which in five minutes after boarding were nearly covered with dead bodies. The rest of the enemy, having retreated below, kept up a heavy fire of musquetry from the main-deck and up the hatchways. They also frequently set off large trains of powder, endeavouring to blow up the quarter-deck, and throw the British into confusion. This obliged the British to divide into two parties. One party guarded the hatchways and gangways, and returned the fire of the enemy with their own arms and ammunition. The other party made sail; in order to clear the decks for which, it was necessary for them to throw overboard two or three dozen of the Frenchmen who had fallen in the conflict, among whom were some of their own gallant companions.

In the mean time the breeze was gently drifting the vessel out of the bay, the batteries continuing to direct their fire right upon her, as they

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had done from the time she got under way. Scarcely was she clear of the point, from which showers of musquetry and grape played upon her, when it again fell calm. This calm left her still exposed to the fire of the batteries. Though she was now free from the danger principally apprehended, that of getting on shore, still the two and thirty-pound shot and shells from all directions were flying about through the ship's side, masts, sails, and rigging. The state of the boats prevented towing: some of them were sunk, others were adrift with killed and wounded men, and the rest were engaged in towing out these from under the fire of the batteries. However, a light breeze springing up from the north-east, at length drew her out.

The engagement had now lasted upwards of two hours, though during this time the enemy had kept up a constant fire from the main-deck and from the shore, yet the British seamen managed to set every sail in the ship, and had even got top-gallant yards across. The ship being now quite clear of the batteries, and our men having twice threatened that they would give the enemy no quarter if they continued their fire from below, they at last surrendered themselves prisoners of war.

About this time some boats were perceived coming from the direction of Brest, which accordingly were suspected to be enemies. Mr. Maxwell, therefore, immediately prepared for a new conflict, and had the sides of the ship manned with pikes and arms to defend her. But on nearer approach, these were found to be the boats which had not been present during the action, and with them Mr. Losack, to whom Mr. Maxwell then resigned the command.

The morning's dawn displayed a dreadful scene of carnage, and at the same time, close to the scene of action, the harbour of Brest, with the combined fleets of France and Spain; and to the enemy the mortifying sight of one of their ships of war brought out in their immediate presence from a position deemed impregnable, and sailing down to join the British frigates.

Thus terminated an enterprise, which in this species of warfare may safely be pronounced to be without a parallel. In the present war, many ships of the enemy have, with the greatest gallantry, been boarded and cut out by the meritorious British seamen; but the cutting out of the Chevrette is distinguished from all similar achievements by several material circumstances. The enemy were not taken by surprise; they expected an attack, they prepared themselves for it, and they defied it; not only the vessel, but the batteries on shore, which protected her, were in readiness and on their guard; the British seamen were exposed to a severe fire both from the ship and from the shore, before they came alongside; they then fought their way up the sides of a vessel full of men, armed with every kind of weapon calculated to resist their attempt; having succeeded in boarding, they

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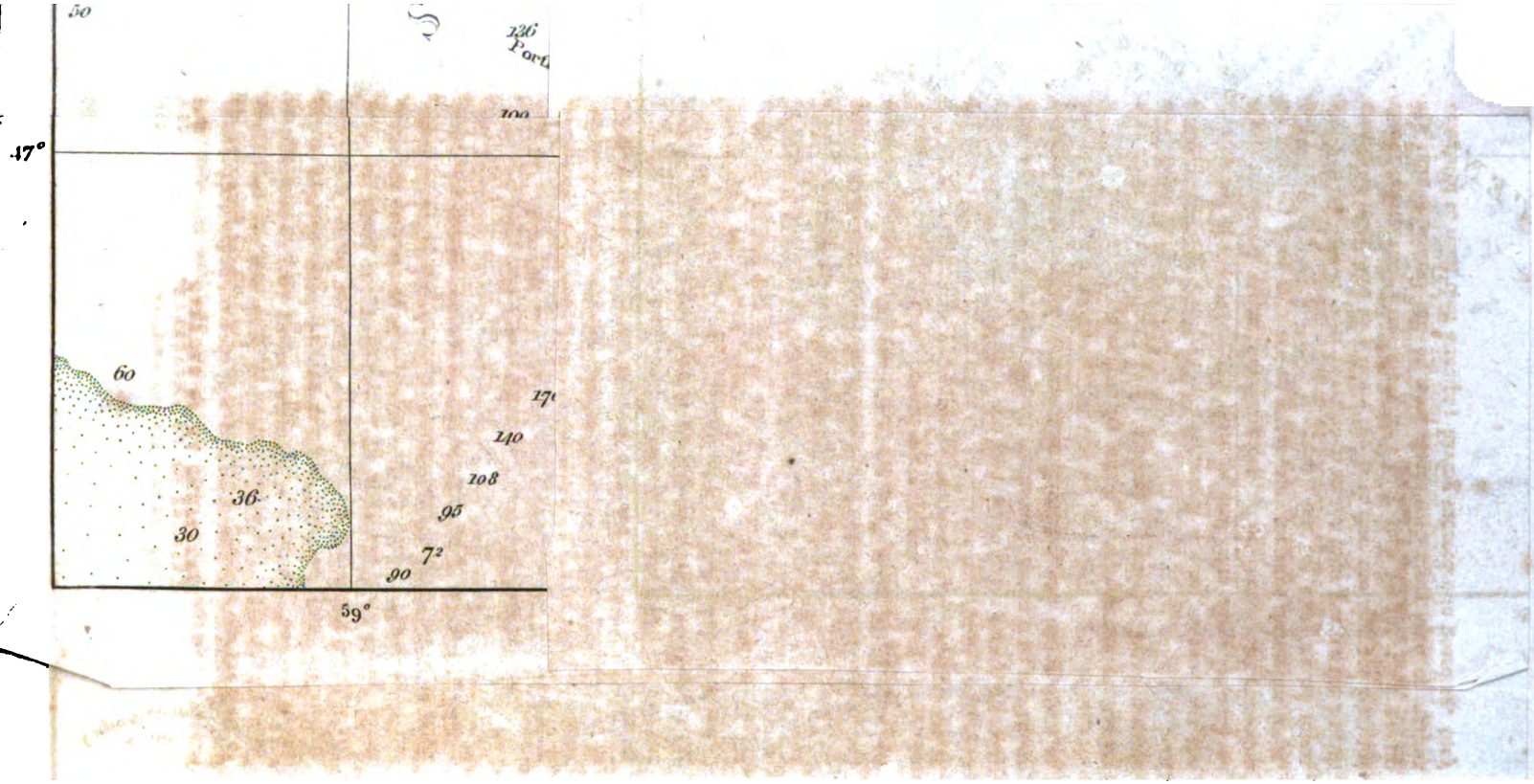

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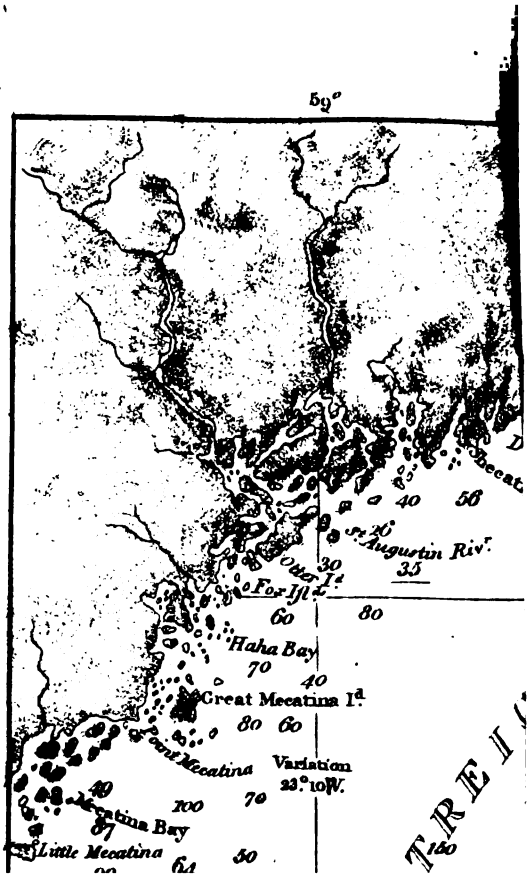
59°
40
56
St Augustin Riv.
30
35
Fox Isl.
60
80
Haha Bay
70
40
Great Mecatina I.d
80
60
Great Mecatina
Variation
23° 10 W.
40
100
70
Mecatina Bay
87
Little Mecatina
50
180

at once contended with an enemy three times their number, and made themselves masters of the rigging, and got the vessel under way; exposed to a dreadful fire from the numerous surrounding batteries, and occupied with the conflict within, they brought her out in the night, out of a roadstead narrow and difficult; all this was done in the presence of the grand fleet of the enemy; it was done by nine boats out of fifteen, which originally set out upon the expedition; it was done under the conduct of an Officer, who, in the absence of the person appointed to command, undertook it upon his own responsibility, and whose intrepidity, judgment, and presence of mind, seconded by the wonderful exertions of the Officers and men under his command, succeeded in effecting an enterprise, which, by those who reflect upon its peculiar circumstances, will ever be regarded with astonishment.

Total of the English killed,	18
Wounded,	57
Missing,	1

Total of the French killed.—First Captain, two Lieutenants, three Midshipmen, one Lieutenant of the troops, with eighty-five seamen and troops.

Wounded.—One Lieutenant, four Midshipmen, with fifty-seven seamen and troops.

PLATE LXXXVII.

[WE are indebted for the annexed Chart to that meritorious Officer Colonel DESBARRES, who was many years employed by Government in surveying Nova Scotia, &c. and who published a most useful work, which we strongly recommend to our Readers, entitled the ATLANTIC NEPTUNE.]

MR. EDITOR, *Royal Hospital, at Haslar, Jan.* 15, 1802.

I MUST regret you had not made known to me your wishes of a description of St. John's, the capital of Newfoundland, in North America, before the 10th instant, as it would have given me peculiar pleasure in communicating to you in a more copious manner, my observations on that valuable island; but what I have been enabled to do from the short time allowed me, and from other avocations, are at your service. I am, &c.

J. HALL.

ACCOUNT OF NEWFOUNDLAND.

NEWFOUNDLAND, in North America, has ever been esteemed one of the most valuable possessions of the British empire, whether

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considered as a nursery for seamen, or as a great source of national wealth, arising from the exchange of fish for the various productions and luxuries that spring up in the Mediterranean, &c. It is situated on the northern coast of America, and its external features bear a near resemblance to that of Ireland, nor indeed does it vary much from it in size. But the comparison will no farther hold good, the one being prolific to an extreme, and the other barren beyond credibility.

In the year 1494, this island was discovered by the famous John Cabot; it is divided from the coast of Labrador by the Straits of Belleisle, on the north; and by the Gulf of St. Lawrence, on the west. The most southerly part of the island is Cape Rare, in lat. 46. 45. N. The most northerly in 51. 30. N. and Cape Raye its westernmost point in 47. 35.

It abounds with a vast number of harbours, some of which are very capacious, extending a great distance into the country, and interspersed with villages. The internal parts have never been perfectly explored, from the inhumanity and wanton cruelty which have been exercised towards the natives. Various methods have been adopted by different Governors to suppress this severity. Proclamations have been issued to prohibit, and threats held out to deter, but neither have yet produced much effect. If, therefore, decisive measures be not taken to put a stop to the inhumanity with which the natives are treated, there is reason to apprehend that they will be completely extinct.

At present a very little part of this island is cultivated, nor does the soil answer the expectations of those who have been at the trouble and expence of preparing it for the reception of seeds. Wheat never can succeed, as the season is too short; and oats very seldom come to perfection. In May the winter breaks up, and till the latter part of September the air is temperate, and every thing sown during this short period of spring is very quick in vegetation. Grass is raised, and hay made, in no great quantities, and very indifferent in quality. The soil is so thin that every year it requires a supply of manure to produce what in other countries would be regarded as very inadequate to the trouble and expence bestowed upon it. Very little then is cultivated, yet this is caused by the reason already assigned, and another more potent, the positive prohibition of Great Britain to suffer the least attempt to colonize. Even in the infancy of the fishery, the fatal effects of cherishing so dangerous a system was evident; but to check the growing evil it was very wisely guarded against by the act 15 Geo. 3. cap. 31. in which all fishermen are enjoined to return to England, and upon no account whatsoever to be suffered to remain in the island, and that no one through poverty might plead inability

to return home, the merchant who employed the fishermen was authorized to obtain forty shillings from the wages of each person so employed, to enable him to return at the conclusion of the season. But this custom is become obsolete, yet it is much to be regretted that it is not indiscriminately enforced, as by conniving at this breach of the act, the man, unconscious of doing wrong, may remain in this inhospitable climate, too frequently a forlorn and miserable penitent, to endure through the winter, hunger, cold, and all the miseries which ever are the attendants on poverty.

The animals of the woods are the moose-deer, black and white bears, black and silver foxes, wolves, and hares. The birds are, black ducks, partridges, curlews, snipes, and plovers, the latter, at a particular season of the year, visit this island in immense flocks, and having satiated themselves with the berries, leave the coast till the succeeding summer. The only fish the lakes supply, are the red and white trout, small in size, but delicious in flavour. The partridges and hares change their colour from brown to white, the former being their summer, the latter their winter clothing.

The fish are caught on the Grand Bank, which is forty leagues distant from the island, and extends 400 miles in length and 200 in breadth. On this the vessels anchor, and continue till they have laden them, when they return to port to discharge their cargo, and then return to their former station. To give some idea how productive this bank must be, I need only mention that a vessel with twelve men, from April to the 15th of July, must catch, salt, and bring into port 10,000 fish, or they are excluded from all right to the established bounty. And it frequently happens that after having discharged this number, the same men will send in 15,000 more before the conclusion of the season, making 25,000.

It would encroach too much on the time allowed me to enter into a full and elaborate statement of the advantages resulting from this trade, how it might be improved, and how much it requires the vigilance and attention of our rulers, during the discussion of the present Definitive Treaty, to guard against the views and wishes of the French. I shall, therefore, proceed (agreeably to your request), to give a description of St. John's, the capital of Newfoundland.

The approach towards the island is by no means pleasing or inviting. Dark and gloomy rocks are the features which you first behold, without any thing picturesque or sublime in their appearance. At the distance of a league from this part of the shore I am now describing, you cannot discern the least appearance of an inlet to any harbour. One point, it is true, is distinguished by a white tower, but this seems to be seated on a precipice, to enable some

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whimsical possessor to view the waves beneath, the sea in the offing, or ships approaching the land. But as you more nearly approach, it displays to you the power of its strength, and shows that you must not enter the narrow chasm beneath unless you are a friend.

This building is called Fort Amherst, and is situated on a part of the precipice on the south side of the entrance of St. John's, which, owing to its not exceeding 500 feet across, very properly received the denomination of the Narrows. On either side, particularly the north, the rocks rise to the height of 400 feet, on the south they are not so high. Yet the view on both is very picturesque. Very few parts are left uncovered with heath interspersed with the juniper and the wild spruce. Still continuing your course under stupendous mountains, on the left you have South Fort Battery, and on the right Chain Rock with its battery; above, highly exalted, are various forts frowning upon you, till you proceed under Wallace's Battery, which is seated on the summit of a rock in the form of a sugar-loaf, or cone, independent of the other batteries, and which was planned and received its name from its late gallant Governor Vice-Admiral Sir James Wallace; who, when Admiral Richery invested the island in 1796, with seven sail of the line and three frigates, defended it with an inferior force *, and by his wise and judicious arrangements, added to his firmness and coolness, ultimately succeeded in compelling the enemy to abandon their project.

At this point of view the town presents an appearance truly novel, from the shape and situation of the flakes on which the fish are dried. These are erected upon poles made of the spruce tree, some as high as forty feet, across are placed other poles or rafters, and on these

* Romney,	- -	50	Captain Sotheron,
Venus,	- -	36	—— T. Graves,
Mercury,	- -	32	—— Q. Byng,
Shark,	- -	16	—— J. O'Brien,
Pluto,	- -	16	—— Amb. Crofton.

FRENCH FORCE.

Le Jupiter,	-	74	Admiral Richery,
Le Censeur,	-	84	
La Victoire,	-	84	
Le Berwick,	-	74	
Le Duquesne,	-	74	Admiral Allemande,
Le Barrier,	-	74	
La Revolutionnaire		74	
Le Ambuscade,		36	
La Felicite,	-	36	
La Triponne.		36	

N. B. With 2000 troops on board, and royals.

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brush-wood is scattered to enable the men to walk upon them with greater safety, and to bear the weight of the fish in their wet and green state. Nor are the flakes confined to the vallies, they are frequently built on the margin of the precipices, and most dangerous parts of the rocks.

The situation of St. John's is close on the brink of the water, from which it is natural to conclude it cannot possess many charms to invite any to reside in it, but those whom interest or necessity induce to consult the advantage rather than the pleasure arising from the difference of local situation. The church has been lately rebuilt, where divine service is performed twice every Sunday by the Rev. Mr. Harris, in whom is blended the gentleman and the scholar. There are two chapels, one for those of the Catholic persuasion, the other for the followers of Wesley and Whitfield. In the pastor of the former (Mr. Macdonald), is displayed great learning united with meekness of temper and urbanity of manners. Here is also a custom-house and a court-house; in the latter are heard all civil and criminal causes, to which a Chief Justice is appointed, which hitherto has been annexed to one of the principal and most respectable officers in the customs: two trusts incompatible with, and which ought to be totally independent of, each other. And such certainly were the sentiments of the ingenious and learned projector of the original act, who established this court of judicature, for there every gentleman of this description was totally excluded from becoming even justice of the peace. And if inadequate to the execution of an *inferior*, how can they be adequate to the performance of a superior appointment in the same line of duty. However this judicious clause is now repealed; and the present practice is subversive of every principle of British jurisprudence, where the long established maxim is, "no man can be judge in his own cause." The streets are narrow, and the buildings low and inelegant, without any one thing to recommend them to the observation of the curious, being built more for convenience and accommodation than for beauty or symmetry.

On the summit above the town, Fort Townshend displays its ramparts and bastions. The Governor's house, the barracks, store-houses, and magazine, form a square within it. From this spot the view is truly romantic; the entrance of the harbour, the Narrows bounded on each side by mountains, and its bosom covered with small craft passing and repassing in various directions, the town beneath, and the surrounding country above, beautifully diversified with lakes and the green verdure, open to the spectator a highly picturesque scene.

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From Fort Townshend there is a road leading over the Barrens to Fort William, which commands in a powerful manner the Narrows and the harbour, and which would prove very destructive to an enemy that might be hardy enough to disregard its threats. From hence you proceed by an easy ascent to Signal Hill, the summit of the rocks I have before described. On this was planned and erected a very strong block-house, with two batteries adjoining, by Sir James Wallace. Prior to his taking upon himself the government of Newfoundland, this spot was almost inaccessible from Morasses, broken rocks, and woods; its brow was only occupied by a solitary building, from whence signals were made to apprize the garrison of the approach of ships; but no sooner had Admiral Richery spread dismay and terror from one extremity of the island to the other, than the Governor, fruitful in resources, and possessing much foresight and sagacity, made this pathless desert (in the short period of six days) very different in its appearance. Roads were made, batteries erected, and it became almost impregnable. Here he intended to retreat should the Forts Townshend and William prove too weak to resist the attempts of the enemy. Here he determined to make a stand against their superior force.

Though the height of this place is 404 feet perpendicular, yet there are two ponds of most excellent water upon it. These spring up in a kind of valley, and from their margin the ascent is very easy and gentle, and for many feet scarcely rising in the least degree. Sir James, whose mind was ever zealously employed for the public good, had formed a plan to erect barracks for the troops, magazines, a Governor's house, and stores, on the brink of this water, which would have rendered the whole garrison independent of, and unconnected with, the town and its inhabitants; for many evils arise from a too free communication between the soldiery and those whom they are appointed to defend, but more particularly at St. John's, where liquors are to be procured with so much ease. Though these plans were officially laid before Government for their inspection, yet it is to be regretted they were never realized, in part owing to the period of his station being expired, and their firm assurance, from the weakness of the enemy's naval force, that no farther attempt could be made upon the island during the present contest. But when peace shall enable them to dispassionately and coolly examine their merits, and to take into the estimate the importance of the capital of so valuable a possession being rendered impregnable, I flatter myself, nay I hope, no time will be lost in pursuing a plan which does such infinite credit to the ingenious projector, and which at some future

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period may enable its governor to defend it against the most powerful efforts of our enemies. By the adoption of Sir James Wallace's plans, any number of men may be perfectly secure without the possibility of capture, and though all the out-posts were in possession of the enemy, the capital, with all its treasures, and that of the troops, by being conveyed there on the first alarm, would remain in perfect safety, beyond the reach of their exertion, till relieved by a squadron from England. In this small spot all the force of St. John's (and of the whole island, if such a system was thought necessary,) might be concentred, and from thence, from its elevated situation, they could defend the town, and resist their attempts from the sea. And on the land side, Nature, by her inaccessible precipices, has placed sufficient barriers. Thus protected, Fort William would be enabled to hold out much longer than it possibly can in its present state; and in case of finding the force of the enemy too powerful, from its contiguity to the hills, its garrison might retreat without opposition to the summit of them.

Nor were the abilities of Sir James Wallace confined to the circle of official duty during the trying period of the investment of Newfoundland; a large field lay before him to give full scope to the feelings of his heart, and to exercise his generosity. By the savage ferocity of Allemande (the second in command in the French squadron), the town of Bay of Bulls (twenty-eight miles from St. John's), was reduced to ashes. On this calamitous occasion his conduct corresponded with that noble system which he adopted with so much honour to himself and to his country, at the evacuation of Martinique, where every description of persons found on board the Monarch an hospitable asylum. Here he showed equal humanity, and not only solaced the miserable sufferers by his kindness, but relieved them by his bounty.

Such is the small epitome of the history or rather description of Newfoundland, which, would time permit, I could extend to a far greater length, in enumerating the advantages resulting from it, in describing the several branches of its trade, in displaying the industry of its inhabitants, and the indefatigable perseverance of its merchants, and finally in pointing out the causes that impede the growth of their prosperity.

I cannot, however, conclude this account without expressing my hope, that the commerce of Newfoundland, may become every year more flourishing, so as to reward the industry of its merchants, and be an ample nursery for the British Navy.

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[THE following account of Trinidad will at the present moment be peculiarly interesting to our readers.]

DESCRIPTIVE ACCOUNT
OF
THE ISLAND OF TRINIDAD;

Made by order of Sir RALPH ABERCROMBY, *K. B. Lieutenant-General and Commander in Chief of the British Forces in the West Indies. By* T. MALLET, *Captain of the Surveying Engineers*, 1797.

INSULA DIVES OPUM. VIRG.

THE island of Trinidad lies on the N. E. coast of South America, near the entrance of the river Orinoco (Oroonoko), in the 11° of north latitude, and 16° longitude, west of London. It is the largest and southernmost of all the Leeward Islands, measuring in its extreme length from east to west sixty British miles, and from north to south forty-five miles; containing 2,400 square miles, superficial measure. It must be observed here, as one of the peculiar advantages of this island, that it is without the reach of the hurricanes so destructive in Jamaica and some other islands. Trinidad was discovered by Christopher Columbus, in his third voyage, July 31, 1498, and so named from its appearance at thirteen leagues distance to the S. E. with three heads or mountains above all the rest. It was then inhabited by Caribs of a very mild disposition, industrious, well made, and of a whiter colour than that of the people of the other islands. The greatest part of them were, however, already destroyed; in 1518, when the Spaniards, for working the mines, made slaves of all the Indians they could kidnap, under the abominable pretence that they were man-eaters, the virtuous *Las Casas* could rescue but very few inhabitants of Trinidad from this general proscription.

Sir *Walter Raleigh*, who was in the island of Trinidad in 1593, remarks upon it as being very proper for the cultivation of tobacco and sweet canes; also of the Spaniards having told him, that gold could be found in the island, chiefly in the beds of the rivers.

The Spanish accounts of Trinidad are very few, and remarkably deficient; Father *Joseph Gumilla*, from whom we might have expected a complete description of the island, has taken very little notice of it in his History of Orbonoko (*Orinoco Illustrado*).

Abbé Raynal, in the *Histoire Politique et Philosophique des Deux Indes*, says, "the design of the first settlement of this island was for the purpose of securing the conquest of the Orinoco."

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Alcedo, in his *Dictionary of the West Indies and America*, is the only Spanish author who has entered into some detail concerning Trinidad; he speaks with rapture of its fertility, its numerous and various productions; such as excellent grapes, an innumerable quantity of oranges of the most exquisite flavour; of Seville oranges, citrons, lemons, &c. besides all the fruits peculiar to the West Indies. It produces, likewise, coffee, and supplies the island of Margarita and several other places with mayze. The article of Indigo is particularly noticed as growing wild in great abundance, of the best quality, and the cocoa, as being equally good with that of the province of Curaçoa, which is esteemed the best of the Spanish West Indies; *Gumilla* says, that it was preferred by the traders to the cocoa of the Caraccas; but that the plantations or cocoa-walks, have been so neglected since the year 1727, that there are scarcely any left now in the island; in short, these productions are such, that the discoverers, comparing it with the other islands, distinguished it by the name of the *Paradise*.

In this island there are three distinct ridges of mountains, the northern, middle, and southern, which are mostly inaccessible, and covered with all kinds of incorruptible woods proper for ship-building *.

The rivers, several of which are considerable, have been traced and examined as to what distance they are navigable, and also with respect to the improvements they may be capable of by deepening their beds, new canals, &c.

The navigable rivers on the west coast or gulph, are the Caroni, Guaracara, Coura, and Siparia; those on the east coast are the Ortoire, Neg, Lebranche, and the Oropuche, all of which abound with many kinds of fish; but those on the east coast are particularly frequented by sharks; by the lamentin (sea-cow or manattee), weighing generally from 500 to 800 cwt. it is harpooned like the whale, and its flesh is very good fresh or dry; some of this species have been caught in the French Antilles measuring twenty feet in length and ten in breadth; you meet also with the pantouflier or zigene, a dangerous and voracious monster, about ten or twelve feet long, and thick in proportion; its head is shaped like a hammer, having large round terrific eyes, a wide mouth well armed with teeth, and more conveniently disposed for biting than those of the shark, whose body it most resembles. This fish is common in the French Antilles, and hath been often found at Guadaloupe, in the road of Basse Terre.

* "The island," says *Alcedo*, "is a continual forest of precious timber, such as cedars, walnut trees of several sorts; palm trees of various kinds, guayacum &c," &c.

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The Caroni, is the principal river of the island, being navigable from its entrance in the gulph of Paria to the Aripo, a distance of near twenty British miles.

The Aripo, a branch of the Caroni, is navigable, which, by means of a canal to connect it with the Guara (a branch of the Oropuche also navigable to the sea), a communication might be opened from the west coast or gulph of Paria, to the east coast, or Atlantic.

The Guanape, or Guanaba, a branch of the Caroni, is also navigable, but hath less depth of water than the Aripo.

Coura river, on the west coast, is capable of being made navigable to the distance of 5,000 paces.

The river Siparia is navigable to the distance of 3,000 paces, and might be extended to 7,000.

The Ortoire or Guataro, is the principal river on the east coast, having from its entrance to the Morne Orange (a distance of about twenty miles), two, four, and five fathoms; but the mouth of this river being shoal water, it would be requisite to cut a navigable canal of 2600 paces from the Ortoire (between the settlements of Guias and Thomazo), to the bay of Mayaro, thereby giving the utmost facility of exportation to the productions of this immense tract of cultivable land. The anchorage in Mayaro Bay is safe, having good holding ground with a bottom of sand and gravel. You may embark or disembark in this bay at any time of the tide. The tide is perceivable in this river about the junction of the Moura.

The Neg, or Nariva river, runs parallel to the shore at a short distance from it, forming a canal of about five or six miles in length, with three, four, and five fathoms; it receives the waters of the mangrove trees, which spread over all this part. The water of this river is black, and so much tainted as to render the sea frothy throughout the bay. There are two navigable channels, connecting the rivers Neg and Ortoire, which greatly facilitate the draining of those rivers when inundated.

Cebranche, this river is navigable to the distance of 6,000 paces; the marshes at the entrance might be drained with facility.

The river Oropuche is navigable to the uppermost branch, called the Guaro (a length of eighteen miles), from which a canal might be made to the Aripo, and thereby connect the opposite streams of the Oropuche and Caroni.

Savanas, of which there are several in this island. Savana Grande, or Great Savana of Caroni, is a large tract of drowned land, part in savana, although flooded in the rainy seasons. Notwithstanding the centre of this marsh is level with the sea, yet a considerable portion of it might be successfully drained, by making straight cuts to connect

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the inflections of the river Caroni; the narrow channels of which, from becoming incumbered at the time of the inundations, overflow all the lands adjoining thereto.

The Laguna Grande, or the Great Lagoon, is another tract of marsh land, inaccessible. These savanas produce a great quantity of the mangrove trees.

Marsh of Icaque, in this savana, which is level with the sea, are two gulfs, one of which hath an elevation of seven feet, the other thirteen; mud and calcareous earth are continually gushing out of them. Two of the principal mouths produce detonations in the months of March and June, throwing up at the same time metallic particles, stones rounded by friction, and other heterogeneous substances.

The other marshes are those of Ortoire, Oropuche, and the Mangroves.

At Cape de la Brea (the western extremity of the Great Lagoon), is a lake of vitumen, or pitch, situated thirty feet above the level of the sea, and very extensive; good water may always be found in some of the openings at two, four, and eight feet depth; there are also some small islands of the mangrove trees. The sort of pitch which is best for the use of shipping, is found in the centre of the lake; upon any pieces of it being cut out with an axe or otherwise, the chasms will fill up immediately. The several branches of this lake are level throughout, extending towards the sea, but are all sustained by the main-spring or focus. The village of La Brea is established upon one of these branches, but the pitch that is found near the sea has received more heat, and contains a greater quantity of heterogeneous substances. Father *Gumilla* tells us, that about sixty years ago, a little before he came to Trinidad, a spot of land on the western coast, near half way between the capital and the Indian village, did sink suddenly, and was immediately replaced by a small lake of pitch, to the great surprise and terror of the inhabitants.

The western coast of the isle of Trinidad, with the opposite coast of the province of Cumana, form the extensive gulf of Paria, named by Columbus, Golfo de Ballena, or Gulf of the Whale. There is good anchorage in this gulf on the coast of Trinidad, having from three to ten and sixteen fathoms water, mud bottom.

Chaguaramas harbour lies on the north shore of this gulf, about three leagues west of Port of Spain, is capable of receiving the largest ships of war, having from four to twenty-five and forty fathoms water, gravel and ooze bottom; the shores are bold and steep. When the British forces attacked the island in 1797, the Spaniards burnt in this harbour one ship of 80 guns, two of 74 guns, and one frigate, of 32 guns.

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The careening place (*le carenage*), is shallow, having from two to four fathoms water, and therefore is suitable for merchants ships only.

Gaspar Grande, on this island the Spaniards have constructed a battery of masonry to protect the harbour; it is ill situated and without solidity.

Port of Spain (Puerto d'Espana), is situated on the N. E. coast of the gulph of Paria, having a jetty or quay of masonry, with a battery, *en barbette*, even with the water's edge, for the defence of the town; here are also two other batteries on the east side.

The bay before this port is one of the safest and most extensive in the world, ships being able to anchor there in a superficial space of above seventy miles, with a depth of water from twelve to five fathoms, only one mile off shore, and all good holding ground. Should they drive from their anchors, they go on shore in soft mud, and are got off without damage. A white half-moon battery, just above the town, on the brow of the hill, is a good mark for the bay, and may be seen a long way off; this battery, by large ships, should never be brought to the northward of N. N. E. and the best anchorage is in the N. W. bight of the bay.

St. Joseph de Oruna, the capital town of the island, is situated seven miles east from the port of Spain; on the road between these two places is the village St. John.

Indian missions in this island, among the few Caribs which remain of its first inhabitants, are those of Arimo, Toco, Gayaro, Cumana, Monserat Savana Grando, and Siparia.

The population of Trinidad, according to the account taken in July 1797, amounted to 17,718 souls, including all descriptions, viz.

	Whites.	Colour.	Slaves.	Indians.	Total
Men,	994	1196	4164	305	6659
Women,	590	1624	3505	401	6120
Boys,	361	898	1232	190	2621
Girls,	266	758	1108	136	2318
Total	2151	4476	10,009	1082	17,718

Near Cape la Brea, a little to the south-west, is a gulf or vortex in the sea, which, in stormy weather, gushes out, raising the water five or six feet, and covers the surface for a considerable space with panoleum or tar.

On the east coast, in the bay of Mayaro, there is another gulf or vortex, similar to the former, which in the months of March and June,

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produces a detonation like thunder, having some flame with thick black smoke, which vanishes away immediately; in about twenty-four hours afterwards is found along the shore of the bay, a quantity of bitumen or pitch, about three or four inches thick, which is employed with success.

Along the shore of Cocos Bay, to the distance of about fifty paces, are found a great quantity of palm or cocoa trees, whose species is not natural to the island; a launch coming from the river Orinoco, laden with cocoa-nuts, was wrecked in this bay, by which accident these trees were planted, and continue to multiply.

We shall conclude this short, but perhaps comprehensive account, considering the scantiness of our materials, with some observations on the Gulf of Paria, and the lands which surround it; and on the river Orinoco, a great part of whose waters are discharged in that gulf.

The Gulf of Pariar received at first the several names of Gulf of the Whale, Gulf Triste, and Fresh Water Sea; its length from east to west is about thirty sea leagues, and its breadth from north to south about fifteen; the lesser arm of Rio Orinoco, named Cano de Pedernales (Channel of the Pebbles), and an immense number of smaller branches of various widths, all flowing in a northerly direction from the main stream of the Orinoco, bring the tribute of their waters to this inland sea. It has two great issues into the Atlantic Ocean, namely, the northern mouth divided into four openings, three small ones on the eastern side, and a large one about two leagues broad on the west part, adjoining to Paria the continent. To this Columbus gave the name of the Dragon's Mouth, as he had given that of the Serpent's Mouth, to the eastern issue of the gulf in the Atlantic, which is about three leagues broad, with a small island, called Soldier's Island, belonging to Trinidad, in the middle of it.

On the north side, the gulf is separated from the Atlantic Sea by a narrow neck of fertile land, which Columbus has named Paria, it is occupied by a few Indians, whose villages, chiefly along the coast, are thinly scattered; the Spaniards had lately in that part some settlements of French emigrants from the Antilles; but according to report these colonists have been lately expelled.

The west and south sides of the gulf are all low swampy grounds, but especially the south side as far as the Cano de Pedernales, where the Orinoco might be said to begin, and which is the canal of communication with the main stream of the river; the length of this channel is about fifty leagues, and its navigation not difficult.

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All the part belonging to the river is remarkable for its periodical overflowings; the Orinoco beginning to swell in April, increases progressively during five months, and rises on the sixth to its greatest height. In October it begins to decrease gradually till the month of March, during the whole of which it is at the lowest level of its diminution. These alternate variations are regular and even invariable.

This phenomenon, the cause of which is unknown, appears, according to *Abbé Raynal*, to depend more on the sea than on the land; during the five months of the river's increase, the hemisphere of the new world, in some degree, exposes only seas, and scarce any lands, to the perpendicular action of the solar rays; during the following six months of the river's decrease, the immense continent of America only is presented to that same action; the sea then is less subject to the active influence of the sun, or at least its shelving towards the eastern coast is counterbalanced, and broken in a stronger degree by the lands; it must therefore leave a greater freedom to the course of the rivers, which being in that case not so closely kept back by the sea, can be swelled only by the melting of the snow in the southern Cordilleras or by the rains. Perhaps also it is the rainy season which determines the increase of the Orinoco; we shall add, that it is the opinion of Father *Gumilla*, who seems to have examined this singular effect with great attention. "When some enlightened nation," concludes *Abbé Raynal*, "shall become acquainted with the banks of the Orinoco, the phenomena of its course will be known, or at least they will be thoroughly studied."

The branches of the Orinoco, as numerous as they are intricate, form a multitude of islands of different sizes, which you find covered with palm trees; although their soil lies under water during six months of the year, and the tide covers it twice a day; they are inhabited by the Guaraunas, who have found the means of constructing commodious huts on high piles deeply driven in the mud, and sometimes to build them in the trees themselves, which at the same time supply them with food, drink, household furniture, canoes, &c. &c. These Indians are supposed to be about 6000; their language is soft, easily learnt, and spoken by all the Spanish traders of Guyana; they are very expert fishermen, and trade in fish, nets, baskets, &c. made with the leaves of their palm trees. They are a mild, gay, and sociable nation, always dancing, and at peace with every body.

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Poetry.

THE SAILOR, AN ELEGY.

BY SAMUEL ROGERS, ESQ.
Author of the Pleasures of Memory.

THE Sailor sighs as sinks his native shore,
As all its lessening turrets bluely fade;
He climbs the mast to feast his eye once more,
And busy Fancy fondly lends her aid.

Ah! now, each dear domestic scene he knew,
Recall'd and cherish'd in a foreign clime,
Charms with the magic of a moon-light view,
Its colours mellow'd not impair'd by time.

True as the Needle, homeward points his heart,
Thro' all the horrors of the stormy main;
This, the last wish with which its warmth could part,
To meet the smile of her he loves again.

When morn first faintly draws her silver line,
Or eve's grey cloud descends to drink the wave:
When sea and sky in midnight darkness join,
Still, still he views the parting look she gave.

Her gentle spirit, lightly hovering o'er,
Attends his little bark from pole to pole;
And, when the beating billows round him roar,
Whispers sweet hope to soothe his troubl'd soul.

Carv'd is her name in many a spicy grove,
In many a plantain-forest, waving wide;
Where dusky youths in painted plumage rove,
And giant palms o'er-arch the yellow tide.

But lo, at last he comes with crouded sail!
Lo, o'er the cliff what eager figures bend!
And hark, what mingled murmurs swell the gale,
In each he hears the welcome of a friend.

—— 'Tis she, 'tis she herself! she waves her hand!
Soon is the anchor cast, the canvas furl'd;
Soon thro' the whitening surge he springs to land,
And clasps the maid he singled from the world.

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GREENWICH HOSPITAL.

BY THE REVEREND W. LISLE BOWLES.

COME to these peaceful seats, and think no more
Of cold, of midnight watchings, or the roar
Of Ocean, tossing on his restless bed!
Come to these peaceful seats, ye who have bled
For honour, who have traversed the great flood,
Or on the battle's front with stern-eye stood,
When rolled its thunder, and the billows red
Oft closed, with sudden flashings, o'er the dead!

O, heavy are the sorrows that beset
Old age! and hard it is, hard to forget
The sunshine of our youth, our manhood's pride!
But here, O aged men, ye may abide
Secure, and see the last light on the wave
Of Time, which wafts you silent to your grave.
Like the calm evening ray, that smiles serene
Upon the tranquil Thames, and chears the sinking scene.

A WATER PARTY

ON BEAULIEU RIVER IN THE NEW FOREST, JUNE 1799.

BY THE SAME.

I THOUGHT 'twas a toy of the fancy—a dream
That leads with illusion the senses astray,
And I sighed with delight, as we stole down the stream,
While Eve, as she smil'd on our sail, seem'd to say,
"Rejoice in my light, 'ere it fade fast away!"

We left the loud rocking of Ocean behind,
And stealing along the clear current serene,
The *Phædria* spread her white sails to the wind,
And they who divided had many a day been,
Gazed with added delight on the charms of the scene!

Each bosom one spirit of peace seem'd to feel,
We heard not the tossing, the stir, and the roar,
Of the ocean without, we heard but the keel,
The keel that went whispering along the green shore,
And the stroke as it dipp'd of the feathering oar,

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Beneath the dark woods, now as winding we go,
What sounds of rich harmony burst on the ear;
Hark! cheerly and loud the clear clarionets blow—
Now the tones gently die, now more mellow we hear
The horns thro' the high forest echoing clear.

They cease, and no longer the echoes prolong,
The swell of the concert: in silence we float—
In silence! O listen! 'tis woman's * sweet song;
The bends of the river reply to each note,
And the oar is held dripping and still from the boat.

Mark the sun that descends o'er the curve of the flood!
Seize, WILMOT †, the pencil, and instant convey
To the tablet the water, the banks, and the wood,
That their colours may live without change or decay,
When these beautiful tints die in darkness away.

So when we are parted, and tossed on the deep,
And no longer the light on our prospect shall gleam,
The semblance of one lovely scene we may keep,
And remember the day and the hour like a dream!
When we sigh'd with delight as we stole down the stream.

EXTRACTS FROM A POEM ON PEACE,

BY THOMAS TICKELL, ESQ.

Sacerdos,
Fronde super Mitram et fælici comptus Olivâ. VIRG.

CONTENDING foes, and fields of death too long
Have been the subject of the British song.
* * * * * * *
Exhausted themes! A gentler note I raise,
And sing returning Peace in softer lays.
Their fury quell'd, and martial rage allay'd,
I wait our heroes in the sylvan shade;
Disbanding hosts are imag'd to my mind,
And warring powers in friendly leagues combin'd;
* * * * * * *
* * * * * * *

* Mrs. Sheridan.
† Mrs. Wilmot, well known for her great talents in drawing, &c.

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In silent rapture each his foe surveys,
They vow firm friendship, and give mutual praise.
Brave minds, howe'er at war, are secret friends,
Their gen'rous discord with the battle ends:
In peace they wonder whence dissension rose,
And ask how souls so like could e'er be foes,
Methinks I hear more friendly shouts rebound,
And social clarions mix their sprightly sound;
The British flags are furl'd, her troops disband,
And scatter'd armies seek their native land.
The hardy veteran, proud of many a scar,
The manly charms and honours of the war,
Who hop'd to share his friend's illustrious doom,
And in the battle find a soldier's tomb,
Leans on his spear to take his farewel view,
And sighing, bids the glorious camp adieu.
Ye gen'rous fair, receive the brave with smiles,
O'erpay their sleepless nights, and crown their toils;
Soft beauty is the gallant soldier's due,
For you they conquer, and they bleed for you;
In vain proud Gaul with boastful Spain conspires,
When English valour English beauty fires;
The Nations dread your eyes, and Kings despair
Of Chiefs so brave, 'till they have nymphs so fair.
See the fond wife, in tears of transport drown'd,
Hugs her rough lord, and weeps o'er every wound;
Hangs on the lips that fields of blood relate,
And smiles or trembles at his various fate.
Near the full bowl he draws the fancied line,
And marks feign'd trenches in the flowing wine,
Then sets th' invested fort before her eyes,
And mines that whirl'd battalions to the skies;
His little list'ning progeny turn pale,
And beg again to hear the dreadful tale.

SONG.

TUNE.—GILDEROY.

FROM thee, Eliza, I must go,
And from my native shore;
The cruel Fates between us throw
A boundless ocean's roar;

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But boundless oceans roaring wide,
Between my love and me,
They never, never can divide
My heart and soul from thee.

Farewell, farewell! Eliza dear,
The maid that I adore!
A boding voice is in mine ear,
We part to meet no more!
But the last throb that leaves my heart,
While death stands victor by,
That throb, Eliza, is thy part,
And thine that latest sigh!

BURNS.

WE have much pleasure in inserting the following Songs, communicated by our Correspondent at Falmouth; both of which some of our readers will remember to have heard sung in the true spirit of harmony and patriotism by the Lady to whom the last of them is addressed.

ADDITIONAL VERSES TO GOD SAVE THE KING.

FOR THE BATTLE OF THE NILE.

JOIN we great NELSON's name,
First on the roll of fame,
Him let us sing.
Spread we his praise around,
Honour of British ground,
Who made Nile's shores resound,
God Save the King.

FOR LE GENEREUX.

Lord thou hast heard our vows,
French laurels deck the brows
Of him we sing.
NELSON has laid full low,
Once more the Gallic foe,
Come let our bumpers flow;
God Save the King.

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FOR LE GUILLAUME TELL.

While thus we chaunt his praise,
See what new glories blaze,
New trophies spring;
NELSON! thy task's complete,
All their Egyptian fleet,
Bows at thy conquering feet,
To GEORGE our King.

E. C. K.

Then let's join hand in hand,
Friends of Great NELSON's band,
Crown him and sing;
Let us lay at his feet,
Last of the Gallic fleet,
His glory is complete!
God Save the King.

France! haul thy standard down,
Honour the laurel crown,
Of him we sing;
No more in pride you swell,
On him you us'd to dwell,
We have your William Tell,
And GEORGE our King.

Sir E. B.

SONG,

MADE ON BOARD THE FOUDROYANT, APRIL 26, 1800.

Tune—Hearts of Oak.

COME cheer up fair Emma, forget all thy grief,
For thy shipmates are brave, and a Hero's their chief;
Look round on these trophies, the pride of the main,
They were snatch'd by their valour from Gallia and Spain.
Hearts of Oak, &c.

Behold yonder fragment, 'tis sacred to fame,
'Mid the waves of Old Nile, it was saw'd from the flame,
The flame that destroy'd all the glories of France,
When Providence vanquish'd the friends of blind chance.
Hearts of Oak, &c.

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These arms, the St. Joseph once claim'd as her own,
Ere NELSON and Britons her pride had o'erthrown,
That plume too evinces, that still they excell,
It was torn from the cap of the fam'd William Tell.
Hearts of Oak, &c.

Then cheer up, fair Emma! remember thou'rt free,
And ploughing Britannia's old empire—the Sea;
How many in Albion each sorrow would check,
Could they kiss but one plank of this conquering deck.
Hearts of Oak, &c.

E. C. K.

SONG,

TO battle let despots compel the poor slave,
His country for him has no charms;
But the voice of fair Freedom is heard by the brave,
And calls her own Britons to arms.

Our Country and King may triumphantly rest,
Encircl'd by loyalty's bands;
For the spirit of Liberty glows in each breast,
And her sword shall ne'er drop from our hands.

How glorious to fall in youth's manly bloom,
For Britain life's joys to resign,
The voice of bright Fame will be heard from our tomb,
And our names be enroll'd in her shrine.

Raise the song to the heroes of Britain's proud isle,
While in strains of exultance we tell
How the Soldier's lov'd Chief, by the blood-streaming Nile,
Triumphantly conquer'd and fell.

Then, Britons, strike home—to the French on our shore,
Their *invincible standard* display,
By MOIRA array'd—on their vain legions pour,
And rival fam'd Aboukir's day.

While proudly the banners of victory wave,
The soldier exultingly dies;
The trophies of glory shine over his grave,
And his spirit ascends to the skies.

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Gazette Letters.

Extract of a letter from his Excellency Lord St. Helens, to the Right Hon. Lord Hawkesbury, dated Moscow, October 28, 1801.

I HAVE the honour to transmit to your Lordship, by this messenger, the additional Articles to the Convention of the 17th (5th of June), which have been signed by myself and the Plenipotentiaries of this Crown; together with an Act which I have also concluded with the Danish Plenipotentiary, containing the accession of that Court to the said Convention and additional Articles, and its acceptance on the part of his Majesty.

Extract of a letter from his Excellency Lord St. Helens, to the Right Hon. Lord Hawkesbury, dated Petersburgh, dated April 2, 1802.

I have the satisfaction of transmitting to your Lordship the Swedish Act of Accession to the Convention of the 17th (5th) of June, 1801, which was signed (with its duplicate), on the 30th past, by myself, and the Baron de Stedingk; and instruments of a like tenor were at the same time interchanged between that Minister and the Plenipotentiaries of his Imperial Majesty. I have moreover the satisfaction of being enabled to assure your Lordship, that the Swedish Ambassador has been distinctly informed by the Count de Kotschoubay, that as the motives which had occasioned the late revival of the system of the Armed Neutrality were now happily done away, that system is considered by this Court as completely annulled and abandoned, not only as a general code of maritime law, but even in its most limited meaning of a specific engagement between Russia and the other Confederates.

DOWNING-STREET, APRIL 21, 1802.

This morning the Hon. Henry Pierrepont, dispatched by Anthony Merry, Esq. his Majesty's Minister Plenipotentiary to the French Republic, arrived with the Ratification by the First Consul of the French Republic, of the Definitive Treaty, signed the 27th of last month; which was exchanged with Mr. Merry, against that of his Majesty on the 18th inst. at Paris, by the Plenipotentiary of the French Republic.

April 26. Last night one of the King's messengers, dispatched by Anthony Merry, Esq. his Majesty's Minister Plenipotentiary to the French Republic, arrived with the Ratifications of his Catholic Majesty, and by the Batavian Government, of the Definitive Treaty of Peace, signed the 27th of last month; which were exchanged with Mr. Merry, against those of his Majesty, on the 23d inst. at Paris, by the Plenipotentiaries of his Catholic Majesty and of the Batavian Republic.

BY THE KING. A PROCLAMATION.

GEORGE R.

WHEREAS a Definitive Treaty of Peace and Friendship between Us, the French Republic, his Catholic Majesty, and the Batavian Republic, hath been concluded at Amiens, on the 27th day of March last, and the Ratifications thereof have been duly exchanged: in conformity thereunto, We have thought fit hereby to command that the same be published throughout all our dominions: and We do declare to all our loving subjects our will and pleasure, that the said Treaty of Peace and Friendship be observed inviolably as well by sea as land, and in all places whatsoever; strictly charging and commanding all our loving subjects to take notice hereof, and to conform themselves thereunto accordingly.

Given at our Court at Windsor, the 26th of April, 1802, in the forty-second year of our reign.

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Naval Courts Martial.

PORTSMOUTH, MARCH 30.

THIS day a Court Martial was held on board the *Gladiator*, in this harbour, for the trial of THOMAS WILLIAMS, *alias* DAVID FORRESTER, late belonging to his Majesty's ship *Hermione*, for having murdered the Officers of that ship, or been aiding and assisting therein, and for carrying the said ship to La Guira, and delivering her up to the enemy.

MEMBERS OF THE COURT.

Vice-Admiral Sir ANDREW MITCHELL, K. B. President.

Rear-Admiral HOLLOWAY,	Capt. T JONES,
Capt. Sir E. NAGLE, Knt.	—— P C. DURHAM,
—— F. SOTHERON,	—— T. WOLLEY,
—— C. W. PATERSON,	—— R. BARTON,
—— W. BRADLEY,	—— P. HALKETT,
—— H. BLACKWOOD,	—— J. BOWEN.

M. GREETHAM, Esq. Judge-Advocate.

The charges being read, the witnesses, except Lieutenant Southcott, were ordered out of Court, when he was sworn, and asked by the President,

Q. Did you belong to the *Hermione* on or about the 21st of September, 1797, and what were you then on board?

A. I did. I was Master of her.

Q. Did a mutiny happen on board of her at that time, and was she taken possession of by the mutineers and carried into La Guira?

A. Yes, she was.

Q. Were several of the Officers belonging to her murdered by the mutineers, and name them?

A. Yes, Captain PIGOT; SAMUEL READ, First Lieutenant; ARCHIBALD DOUGLAS, Second Lieutenant; HENRY FAIRSHAW, Third Lieutenant; Mr. PACEY, Purser; Mr. SANSOM, Surgeon; Mr. M'INTOSH, Lieutenant of Marines; W. MARTIN, Boatswain: Mr. MAINWARING, Captain's Clerk; and Mr. SMITH, a Midshipman.

Q. Did you see the prisoner during the time of the mutiny, and if you did, state his conduct during that time?

A. I know the prisoner very well; he belonged to the main-top at the time of the mutiny—soon after the mutiny commenced I saw him before my cabin door with arms in his hands: he was calling to take the Officers out to put them to death, he was as active in the mutiny as any in the ship; I saw him in the Captain's cabin, where there were a great number of the principal mutineers assembled, and he with them; they were boasting of what horrid deeds they had done in murdering the Officers; and the prisoner said that he had assisted in murdering Captain Pigot, that he had cut him three or four times, that he had assisted in heaving him out of the window, that Captain Pigot spoke to him and said, *Forrester are you against me too?* he said, yes, you bloody rascal. He was also active in carrying the ship to La Guira.

Q. Were you on the quarter deck when they were sharing out the Captain's clothes and money?

A. No. I was confined in the Captain's cabin; I saw the prisoner with some of the Officer's shirts on during the passage to La Guira.

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Q. *By Admiral Holloway.* From the time the prisoner had imbrued his hands in the blood of his Captain, and wantonly and brutally murdered him, did he ever come to you and express any sorrow and contrition for having committed so horrid a deed?

A. No, never. He always looked on me with contempt and appeared to me to be one who wanted to murder me.—At least I thought so.

Q. Do you know if the prisoner was one of the party who received a reward from the Spanish Governor for carrying the ship to La Guira?

A. I did not see the money paid; but the Commandant at La Guira told me every one in the ship had received twenty five dollars a man.

Q. Did you see any thing of the prisoner after his arrival at La Guira, and did you see any thing of his conduct there? A. No.

John Jones, late Purser's Steward of the Hermione, called in and sworn.

Q. Did you belong to the *Hermione* on or about the 21st of September, 1797, and what were you then on board?

A. Yes, I was Captain's servant.

Q. Did a mutiny happen on board her at that time, and was she taken possession of by the mutineers, and carried to La Guira?

A. Yes.

Q. Were several of the Officers belonging to the *Hermione* murdered by the mutineers, and name them?

A. Yes, Captain PIGOT; Mr. Read, First Lieutenant; Mr. DOUGLAS, Second Lieutenant; Mr. FAIRSHAW, Third Lieutenant; Mr. PACEY; Mr. SANSOM, Surgeon; Mr. MARTIN, Boatswain; Mr. M'INTOSH, Lieutenant of Marines; Mr. SMITH, Midshipman; and Mr. MAINWARING, Captain's Clerk.

Q. Did you see the prisoner during the mutiny; and if you did, state to the Court his conduct on that occasion?

A. On the night of the mutiny I was tying up the centinel's head, at the cabin door, which had been cut, I saw FORRESTER, the prisoner, about ten minutes or a quarter of an hour afterwards enter the cabin with three or four more, one of them was WM. HEARD. A few minutes after I heard a noise in the cabin; DAVID FORRESTER, the prisoner, came out of the cabin, with a cutlass or tomahawk in his hand, I cannot be positive which, he tapped me on the shoulder, and said, "I have just launched your bloody master overboard, and he said to me, as I was launching him overboard, '*Oh! David Forrester, are you against me too?*' The ———, I gave him his death-wound, I believe, before he went out of the window." I afterwards saw him when the Second Lieutenant or Lieutenant of Marines, I cannot be positive which, as they were dragging him up the ladder; I saw him chop at him several times with a cutlass or tomahawk, there were ten or a dozen round him chopping at him, and when the prisoner could not chop at him he stabbed him; I saw the blood running down the Lieutenant's thighs, his shirt was stained also with blood, I was standing between the main-mast and my own birth. I afterwards saw the prisoner on the quarter-deck at the time the Captain's plate and money were sharing. A day or two afterwards, as I was walking the starboard gangway, I saw the prisoner come forward with two or three silver spoons in his hand and some gold, he was disputing with CROKER, the gunner's mate, about his share of the prize-money; that he had not received what he deserved, as he thought he was a principal in the murders or massacres. I saw him afterwards once in La Guira, and never saw him afterwards till I took him in Point-street, Portsmouth; I saw him with several of the Officers' clothes, such as shirts and white stockings, on.

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Q. When the prisoner spoke to you on coming out of the cabin, did you speak to him?

A. No, I was afraid, I only listened to what he said.

Q. How was the sentry wounded?

A. I was lying on the starboard side at the bulk-head of the cabin, I heard a murmuring noise, and on coming out saw the sentry bleeding, with his eye-lid laying over his cheek.

Q. Was not the prisoner one of the most active of the mutineers, after murdering the officers, in working the ship to La Guira?

A. Yes, he was a principal from the first to the last.

James Perrott, a seaman, late belonging to the Hermione, called in and sworn.

Q. Do you know the prisoner? A. Yes.

Q. Was the prisoner on board the *Hermione* on or about the 21st of September, 1797? A. Yes.

Q. State to the Court his conduct as far as you saw?

A. I did not see him do any murder, but he was very active betwixt decks in dragging up the officers from below—there was but one gentleman killed betwixt decks that I saw, who was Mr. SMITH; I did not see the prisoner when they were dragging Mr. DOUGLAS the Second Lieutenant up on deck; the prisoner followed them up: I cannot tell whether he was armed or not, when they were dragging the officers up, he assisted in doing it; the next day at dinner time he said he had lent a hand to heave the Captain overboard.

Q. When they were sharing out the Officer's money, were you there?

A. I saw the money shared out to the twenty-five who were the head mutineers, there was a list of them and every one was called, amongst the rest DAVID FORRESTER, the prisoner; they received ten dollars each, some had silver mugs, others teapots; THOMAS JAY got the Captain's silver teapot.

Q. Did you see him wear any of the Officers' clothes?

A. I saw him with white shirts on.

Q. Did you ever see him wear a white shirt before that time?

A. Never.

Q. You have said you saw the prisoner dragging up the Second Lieutenant, did you not then see the prisoner with arms?

A. No, but he was one who helped to drag him up.

Q. Do you recollect the prisoner making a disturbance on the quarter deck that he had not a proper share?

A. I did not hear him say it.

Q. When Mr. DOUGLAS was dragged up by the prisoner and others, did you see any wound given him?

A. No, I did not; but I saw him taking hold of the guard-iron and heard him cry out *mercy! mercy! mercy!*

Q. What other conversation did you hear the prisoner use?

A. I did not hear him say any thing more.

Q. What age was Mr. SMITH?

A. About fourteen or fifteen, he was a little boy.

Q. Did you hear any of them say why they killed so young a boy?

A. No, I did not.

PRISONER'S DEFENCE.

The prisoner being called on for his defence said, that he had no hand in murdering the Captain, but assisted in throwing him over-

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board. He requested Lieut. SOUTHCOTT to be called in again; when the Prisoner asked him—

Q. Did you see me in the Captain's cabin with the rest of the mutineers?

A. Yes, many times.

Q. Did you see me with arms before your cabin door?

A. Yes, you had a cutlass I am certain, and another weapon; I heard you say you had assisted to murder the whole of the Officers.

Having nothing else to offer in his behalf, the Court was cleared, and in less than an hour it was re-opened, when the following sentence was pronounced, that—

The Court was of opinion the charges had been proved against the said DAVID FORRESTER, and did adjudge him to suffer—*Death*, by being hanged by the neck on board such ship of his Majesty at Spithead, or in Portsmouth Harbour, and at such time as the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, or any three of them, for the time being, should direct.

He was accordingly executed the 1st of April, on board the *Gladiator*.

He was attended by the Rev. J. DAVIS, Chaplain of the Garrison, and the Rev. J. HALL, of the Royal Hospital, Haslar, to whom, just before he was launched into eternity, he made the following confession:

That he went into the cabin and forced Capt. PIGOT overboard through the port, while he was alive.—He then got on the quarter-deck, and found the First Lieutenant begging for his life, saying he had a wife and three children totally depending on him for support: he took hold of him and assisted in heaving him overboard alive, and declared he did not think the people would have taken his life had he not first took hold of him.—A cry was then heard through the ship that Lieut. DOUGLAS could not be found; he took a lanthorn and candle and went into the gun-room and found the Lieutenant under the Marine Officer's cabin; he called in the rest of the people, when they dragged him on deck, and threw him overboard.—He next caught hold of Mr. SMITH, Midshipman, a scuffle ensued, and finding him likely to get away, he struck him with his tomahawk and threw him overboard.—The general cry next was for putting all the Officers to death, that they might not appear as evidence against them; he seized on the Captain's Clerk, who was immediately put to death. These, he said, were the whole of his actions during the murdering of the Officers. He called GOD to witness, hoped he would forgive him, and said his mind was easy after making the above confession.

April 1. In consequence of an order from the Lords of the Admiralty, a Court of Enquiry was this day held on the conduct of Lieut. W. H. FAULKNOR, Commander of his Majesty's cutter, *Constitution*, for the capture of that vessel by two of the enemy's cutters *each* of superior force. Rear-Admiral HOLLOWAY, President; and Captains DURHAM and BARTON. It being fully proved that the *Constitution* was completely overpowered, and every exertion of her Commander and crew being made, the Court most honourably acquitted Lieutenant FAULKNOR, highly applauding his gallantry and zeal, and that of his Officers and men. The Lieutenant is the only surviving brother to the much lamented and gallant Capt. ROBERT FAULKNOR, who was killed in the act of lashing his ship the *Blanche* to *La Pique*, in the West Indies.

8. A Court Martial was held on board his Majesty's ship *Neptune*, in Torbay, on Lieut. W. HILL, of his Majesty's ship *Hercule*, for insult-

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ing and shaking his fist in Lieut. COLLET's face; alſo, on Capt. MORTIMER and Lieut. DYMOCK, of the Marine Forces belonging to the ſaid ship, for ſcurrilous and ſcandalous behaviour to the Rev. CHARLES BURNES.

Vice Admiral GAMBIER, President.

Rear Adm. Sir C. COTTON,	Rear Adm. COLLINGWOOD,
——— Sir R. CALDER,	Capt. DOMETT,
Capt. Earl NORTHESK,	—— WELLS,
—— OSBORNE,	—— PURVIS,
—— MURRAY,	—— Sir R. STRACHAN,
—— BULLER,	—— LUKE.

The charges being proved against Lieut. HILL, he was ſentenced to be diſmiſſed his Majeſty's ſervice; and the charges being only in part proved againſt Capt. MORTIMER and Lieut. DYMOCK, the former was ſeverely reprimanded and the latter diſmiſſed the ſhip.

The Rev. C. BURNES was afterwards tried on a charge of drunkenneſs exhibited againſt him by Lieut. HILL, which caſe he could not ſubſtantiate, he was therefore acquitted.

10. A Court Martial was held on board the *Barfleur*, in Torbay, on the BOATSWAIN of the *St. Fiorenzo*, for embezzling his Majeſty's ſtores; the charges being proved, he was ſentenced to be diſmiſſed his Majeſty's ſervice, and mulct of all his pay.

12. W. FENWICK, Firſt Lieutenant of the *St. Fiorenzo*, was tried for neglect of duty in permitting the ſaid ſtores to be embezzled; the charges being proved, he was ſentenced to be diſmiſſed his Majeſty's ſhip, and to loſe two years rank.

13. C. W. PATTERSON, Eſq. commander of the *St. Fiorenzo*, was tried for neglect of duty, in permitting a boat to take on ſhore ſome ſtores belonging to his Majeſty; the charges being only in part proved, he was ſentenced to be diſmiſſed the *St. Fiorenzo*, and mulct of two months pay.

14. Lieut. GILMORE, and the GUNNER of the ſame ſhip were tried, the former for neglect of duty, and the latter for embezzlement; the charges were proved againſt the Lieutenant and he was diſmiſſed the ſhip; the GUNNER was acquitted. Mr. MITCHELL, a Midſhipman, alſo of the ſame ſhip, was tried for neglect of duty, and being found guilty, was ſentenced to loſe one years rated time.

THE MARINES.—We feel great ſatisfaction in every opportunity of doing juſtice to this meritorious Corps. The following proceedings of a Court Martial held in the Weſt Indies, adds another to the many proofs given, both in the courſe of the late and former wars, of the ſteady loyalty and uſeful ſervices of that excellent Corps.

At a Court Martial held on board his Majeſty's ſhip *Tamer*, on the 24th of December, 1801, and held by adjournment to the 15th, the Court directed their Preſident to addreſs Lieut. J. S. SMITH, of the Marines, in theſe words:—

"I have in command from this Court, to expreſs to you the high ſenſe they entertain of your very Officer like conduct on the evening of the 13th inſtant, and the good and ſteady conduct of the Party of Marines embarked under your orders.

"Your prompt and ſpirited execution of Capt. Fanſhaw's orders, appears to the Court to have ſtopt a very dangerous mutiny; and this token of their approbation of your conduct will be tranſmitted to the Commander in Chief, and inſerted in the minutes of the Court Martial.

(Signed) "THOMAS WESTERN, Preſident."

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"MEM. "*Southampton, Dec.* 26, 1801.

"Whereas the Members of the Court Martial on the Mutineers of his Majesty's ship Castor, have felt called upon, in justice to the exemplary and meritorious conduct of Lieut. J. S. Smith, of the Marines, and the Party under his command, to express the highest approbation of such spirited behaviour;

"It is my directions that those sentiments of the Court are read on board his Majesty's ships under my orders, to testify how fully I accord with the Court in the commendation so deservedly bestowed.

(Signed) "J. T. DUCKWORTH.

MONTHLY REGISTER

OF

Naval Events.

GENERAL OBSERVATIONS FOR APRIL.

THE Naval Occurrences of this month have necessarily been few. The conclusion of the Definitive Treaty of Peace put a stop to all warlike operations. The greatest part of the Channel Fleet has returned into Port; and Admiral Cornwallis, who has commanded it with so much credit to himself, and advantage to his Country, has struck his flag. Many ships have been paid off; and their gallant crews have had an opportunity of joining in the general flow of joy which the Proclamation of Peace has occasioned. This happy event took place on the 29th, when the King's Heralds went in procession, decorated with the insignia of their office, to Temple Bar, where they were met by the Lord Mayor and Sheriffs on horse-back, to whom they delivered the King's Proclamation of Peace, by sound of trumpet. The Lord Mayor then proceeded to the Royal Exchange, where the Proclamation was read amidst the rapturous shouts of the vast concourse of people assembled on the occasion. The day was made a complete holiday throughout the Metropolis: Every countenance spoke gladness and hilarity; and the rejoicings were displayed in the evening by the most general and brilliant illumination that has been seen for many years. The ADMIRALTY was lighted up in a style of appropriate and tasteful magnificence, at once emblematic of our Naval Triumphs, and the joyful event of which they have been productive.

We observe with great satisfaction, that Mr. STURT has given notice in the House of Commons of a motion which it is his intention to make, with a view to call the attention of Parliament to the situation of the Captains and Lieutenants, and other Officers of the Navy, who will now be reduced on half-pay, with a salary very inadequate to their support. We sincerely hope, that Ministers will give their sanction to a motion, so necessary and proper, and that it will be attended with the most beneficial consequences to the gallant Officers who are the objects of it.

Extract of a Letter from Lisbon, dated April 1.

"On the 27th of March, the English frigate, the Active, arrived in three days from Gibraltar. From the Tower of Belem a signal was made to her to stop her course, conformable to an ordonnance of health, which enjoins all ships coming from the Mediterranean to perform quarantine. The Commandant of the frigate took the anchorage which

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appeared to him the best and safest. The sailors of the barges of the Active, and of the Constance, Captain Mudge, attending their respective Captains to a place called the Packet boat Stairs, were seized by the Guard of the Police, without any cause being assigned, and carried to one of the subterraneans of that Guard. The Commandants of the two frigates, upon their return, not finding their men, went to demand them, when an Officer ordered his men to conduct them both to the main guard, commanded by a Captain of the regiment of Lisbon, who immediately upon their arrival ordered them to be shut up in one of his apartments, exposed to the insults of the soldiers.

"As soon as his Royal Highness the Duke of Sussex, Mr. Frere, and General Fraser, were informed of this scandalous transaction, they flew to the main guard, and assured themselves by their eyes of what they could not otherwise have believed.—They immediately went to the proper authority to demand their release; but, notwithstanding all their zeal and diligence, the two Officers remained in an unwholesome place from eleven at night till next day after mid day.

"It is understood that the Portuguese Government is disposed to give ample satisfaction, but that it equally demands it of the Captain of the Active."

Capt. Bowen, of the Argo, has received the following letter from the Directors of the East India Company, as a testimony of their approbation for the great care he took in conducting an East India fleet safe to England:—

"SIR,

"I have great pleasure in obeying the commands of the Court of Directors of the East India Company by communicating their Thanks for your care and attention in convoying to England from St. Helena, nine of the Company's ships, together with an extra ship laden on the Company's account, and in acquainting you that the Court have presented you with the sum of Four Hundred Guineas for the purchase of a Piece of Plate, as an acknowledgment of those services; which sum may be received at the Company's Treasury here.

"I am, &c. "W. RAMSAY, Sec.

"*East India House, July* 3, 1801."

The Hon. East India Company have presented Captain P. C. Durham, of the Endymion, with a service of plate, value 400 guineas, for his peculiar attention in convoying safe home a large East India fleet.

The following is an extract of a letter from an Officer at Cairo, dated the 24th of October, giving an account of the ceremony of investing Sir Richard Bickerton, and several other Naval Officers, with the Ottoman Imperial Order of Knighthood, the Crescent:—

"On the morning of the 8th, the Admiral, accompanied by the Turkish Admiral of the Gallies, and suite, and those Officers of the Navy who had been particularly selected, proceeded from General Hutchinson's tent, to the tent of his Highness the Captain Pacha, and were received by the whole Turkish line, under arms, with music playing and colours flying. When we alighted and approached the tent (which was open in the front), we observed the Captain Pacha, seated upon a most magnificent sopha), attended by the Pacha of Egypt, the Chief General of his Highness's army, and the Reis Effendi. The three latter were seated on the same sopha, and rose at our approach, but his Highness received us sitting. We were placed in chairs on each side of

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the sopha; the Admiral on the right of the Captain Pacha. The General Officers of the Turkish army and navy stood at the back of our chairs; behind them were ranged his Highness's retinue, arrayed in their different badges of distinction; and round the tent, in front, were drawn up his body guard.

"His Highness was dressed in a white robe of beautiful Persian satin, over which was the robe of state, worn only on particular occasions, made of the finest red cloth, and on it was placed, below the breast, two *aigrettes* of large diamonds; and in a sash of rich satin, round his waist, was fixed a dagger, the handle of which was so thickly covered with diamonds, as to render it impossible to discover of what other materials it was made. On his head he wore a superb turban, with rows of pearls placed on the different folds. His rich dress, his venerable appearance, having a very long black beard, which he was continually stroking, altogether made a most interesting figure. The other Grandees that were seated on the same sopha were as magnificently dressed, in all respects, excepting the red robe.

"Having been served with coffee and sweetmeats, according to custom, the ceremony began by his Highness investing the Admiral with a Pelice, the Star and Red Ribband, and Medal of the Order of the Crescent; all of which being properly arranged, he was desired to kneel, at which time the Grand Signior's Firman was read, impowering his Highness to confer the honour of Knighthood, which was immediately performed on the Admiral, upon whose rising a royal salute was fired, and other demonstrations of satisfaction, agreeable to the Turkish custom. The Star is most beautifully set with diamonds, and the Pelice is valued at 300l.

"The Admiral having retired to his seat, the Senior Post Captain was invested in the same form with the Pelice and Gold Medal of the Order, and was Knighted, and then the other three Captains in succession.

"Four Masters and Commanders, and Lieutenant Withers, were then Knighted in the same manner, but only received a Gold Medal of the Order, without the Pelice.

"The same ceremony was performed on General Hutchinson, and the General Officers of the Army, the day before.

"General Hutchinson and Sir Richard Bickerton are invested with the first Order of the Crescent. The other General Officers, Post Captains, and Masters and Commanders, are of the second Order, there being only two Orders.

"During the whole of the ceremony music was playing. After the ceremony was finished, a long history was read, stating the power and magnificence of the Grand Seignor, and consequently the value we were to set upon the different honours conferred. This finished, we were treated with Sherbet; we then arose dressed in our finery, and departed on our horses in the same form we came; at which time another salute was fired.

"This ceremony was performed on the spot where the battle of the 21st was fought, which decided the fate of Egypt."

SHIPS IN ORDINARY.

PLYMOUTH, *April* 13.—The plan about to be adopted to regulate the state of the ships in ordinary at this port, as well as the ports of Portsmouth, Chatham, and Sheerness, will, if carried into execution, prove of great benefit to the Navy, in the event of another war, besides employing a number of meritorious Officers, Petty Officers, and Seamen,

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during peace, without encumbering the peace establishment of the Navy by unnecessary expence. The ordinary will most likely be divided in divisions of six ships; each ship to have a Lieutenant, Petty Officers, and Seamen, in proportion, who are to see the ship properly aired, ventilated, and kept clean, and to make a weekly report to the Captain of the Division, who is to report to the Port Admiral the state of his division regularly. A less number of guardships will be wanted, and a larger number of frigates constantly employed.

The Highland Society of Scotland have much approved of the resolution of the Directors to give a piece of plate, of Fifteen Guineas value, to the Rev. Mr. Bremner, Minister of Walls, Orkney, for a plan suggested by him for the preservation of lives in cases of shipwreck, by fixing, in a particular manner, as described by the model then on the table, and the report of a Sub-committee, a certain proportion of cork or cask to any ship's boat, it being ascertained by an experiment made at Leith in presence of the Committee of the Society, assisted by Naval Gentlemen of character and skill, that a boat so fitted up would not sink, though full of water, but, on the contrary, be extremely buoyant, and besides, that it would be hardly possible for the fury of the waves to overset a boat so prepared, and that in case it should be so overturned, the boat would instantly right itself.

On Tuesday the 29th of December an undertaking of considerable magnitude was crowned with complete success, at Mr. Smith's Yard Limehouse-hold.

The Dominica West-Indiamen, 400 tons, A. Dale, sole owner, was hove up out of the water on an inclined plane prepared for the purpose, of 180 feet long and 10 feet wide, at right angles, to the surface of the water opposite. The Dominica had been in dock in order to put two planks under her bottom, one on each side of the keel, to correspond with that on shore, which she was to be hove up on. The preparations for this great undertaking were grand, and shewed much skill and judgment: at one o'clock the ropes were attached to the ship, and the persons engaged for the occasion were placed at their several stations. As soon as the power applied began to act, the ship appeared to arise out of the water, till she was high and dry on the launch, amidst the acclamations of upwards of 4000 persons assembled as spectators. The ship is cut in half, and is to be lengthened 20 feet in Midships.

The brigantine William and Henry Sutherland, of Berwick, from Memel, in going lately into Shields harbour, in a high sea, got upon the Herd sand, where she kept beating in a very dangerous situation. The crew hoisted a signal of distress, and immediately the Northumberland life boat was launched, and manned with a select crew of South Shield pilots, who boldly and skilfully pulled through the heavy breakers, and soon reached the ship. In getting the crew into the boat, she shipped some water, but without difficulty brought them all on shore. The invention of this boat is most admirable, as it is now found from experience, that should the boat be filled with water, she is steadier and more governable in a broken sea. The ship is expected to be got off.

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LAUNCHING OF THE GRAMPUS.

PORTSMOUTH, *March* 20, 1802.—This morning this fine ship which has been [illegible] considerable time building, was launched from His Majesty's Dock-yard, at this port, with all the grandeur that the most splendid decorations could give to aid the beauty of the scene. She went off the stocks in a progressive and majestic style, amidst the huzzas of the surrounding spectators, at least twenty thousand. So eager were all ranks to witness this beautiful and gratifying spectacle, that the avenues leading to the Dock-yard were crowded at an early hour, and so completely choaked up by the multitude, that it was for a considerable length of time before the whole could gain admission to the yard, although the large gates were thrown open. The stages built for the reception of Ladies and Gentlemen of rank displayed an assemblage of beauty and fashion, and we never recollect on any similar occasion to have seen such a number of people present. Several of the most eminent characters of Portsmouth, Portsea, and Gosport, were launched in her, amongst whom we observed Rear-Admiral Holloway and his daughters, Lady Saxton, Captain Mowbray, &c. After her being afloat some time, preparations were made for bringing her into dock for the purpose of getting coppered and completed for sea, which was effected without the slightest injury to the ship or boats that attended. About two o'clock the whole of the people who were on board landed, when Lady Saxton, Miss Saxton, Lady Charlotte Durham, Captain Durham, Admiral Holloway, Miss Holloways, and several distinguished persons, partook of an elegant cold collation, provided by Sir Charles Saxton, at his house in the Dock-yard.

ANECDOTES.

Some of our English sailors passing by the house of M. Otto, and seeing, among other preparations for illuminations, the word *Concord*, mistook the meaning, and read it *Conquer'd*. On which one of them remarked, "they *conquer* us; they be d—d;" and immediately knocked at the door, and demanded the reason of placing that word, which was explained, but to no purpose; and M. Otto, much to his credit, has actually ordered it to be taken down, and the word *Amity* placed in its stead.

Last week a sailor jumped out of a hackney-coach window on Ludgate-hill, and was observed by a passenger, who gave the alarm to the coachman. "Why, b—st your eyes! if I did (replied the Tar), I can *board* her again without *bailing* her to *heave to*," and immediately climbed back into the window with the utmost facility.

When the brave Admiral Kempenfelt, unhappily lost in the Royal George, was coming into port to have his ship paid off, a sailor eyed a gold laced velvet waistcoat which his commander wore, with great earnestness, and, in his best sea fashion, begged to know who made it. The Admiral, perceiving his drift, gave him the necessary information, and Jack went ashore. He forthwith applied to the Admiral's taylor, who, knowing the humours of his customers, went with him to buy the materials, and at last asked what he would have the back made of? "Made of," said Jack, "the same as the front to be sure." The taylor remonstrated, but in vain; so the waistcoat was made, and put on with an old greasy jacket over it. One day, in the High-street, the Admiral met his man in this curious dress, which occasioned him to laugh heartily; and this merry fit was not a little increased, when Jack coming up to him, lifted the hind part of his Jacket, and shewed his gold laced back, and exclaimed, "D—n me, old boy, no false colours; stem and stern alike by G—d!"

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LOSS OF THE ASSISTANCE.

We are sorry to state, that on Monday the 29th of [illegible], the Assistance, of 50 guns, and 330 men, Captain Lee, ran on shore between Dunkirk and Gravelines, and after beating over the banks was entirely lost. The Captain, Officers, and crew, were saved by a Flemish pilot boat, which went to their assistance, and with much difficulty and hazard landed them at Dunkirk, where a vessel was hired to bring them to England.

LOSS OF THE SPITFIRE.

The Spitfire was wrecked on a reef which is off the Southern part of some African islands, Aug. 21, 1801, at ten minutes past five in the morning: she was then going about four knots under her foretop-sail, and had sounded often during the night, and no ground with twenty fathom line a short time before she struck. On her striking, her masts were immediately cut away to prevent her oversetting, and soon after she was driven over the reef into a kind of sandy bason, and at low water her crew were able to walk on shore; most of her stores and provisions were saved. On the 27th of August Lieutenant Campbell with four men, quitted the Islands in a small boat belonging to the schooner, with a view of procuring relief from the Seychelle Islands. On the 29th about nine A. M. they saw the principal Island, and arrived there on the 31st at five P. M. being in urgent want of water, of which they had only one bottle left. Lieutenant Campbell having landed and procured some cocoa nuts, quitted the shore, and soon after saw and went on board La Sybille in Mahe Roads. The African Islands on which the Spitfire was wrecked, are very small and low, situated about six leagues to the North of the bank which surrounds the Amirante Islands, and were discovered about six years ago, by some of the small vessels which belong to and navigate in the Seychelle Archipelago; their vegetation consists only of a few shrubs, generally about four feet high, they abound however in turtle and sea-birds, but there is no fresh water, although wells have been dug to the depth of 40 feet. Both islands are nearly covered with the sea at high spring tides.

In March 1800, the ship Elkridge Planter, Capt. Moore, (sole owner,) sailed from Portsmouth to Gibraltar, with a cargo of coals from Newcastle, which produced nine thousand dollars; with that sum it was his intention to sail to Oran, on the coast of Barbary, to purchase corn, but was prevented by his English crew being impressed, which obliged him to substitute a crew composed of Greeks, Sclavonians, and Portuguese, who, on the first night of leaving Gibraltar, entered the cabin while the Captain was asleep, and murdered him; after which they threw him overboard, and then murdered his only son, only eight years old. They then took possession of the specie, scuttled the ship, and escaped in a boat to Almeria, in Spain, where they divided the plunder and dispersed. For a length of time it was unknown what became of Captain Moore or the ship, until Providence brought to justice one of the criminals at Malaga, who having been condemned to suffer death, made the above confession, which was transmitted by Mr. Comforth to Mr. Collier in London.

The remaining seven men belonging to the Temeraire, who were condemned by the first Court Martial, to be hanged for Mutiny, have been sent round to Woolwich in the Vestal, to be confined on board the hulks there during His Majesty's pleasure.

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PLYMOUTH REPORT,

FROM MARCH 25, TO APRIL 24.

Mar. 26 Wind S. W. Fine showers. Letters received from the Galatea, of 36 guns, Captain G Byng, dated off Cape Clear, state, her being all well the 11th instant, and had weathered the late severe gales of wind without any damage. Came in the Urania, of 44 guns, Captain H. Gage, from a cruise, last from Torbay. Sailed the Ramilies, of 74 guns, for Torbay; the Diamond, of 36 guns, Captain Griffiths; and the Sirius, of 36 guns, Captain King, on a cruise.

27. Wind N. W. Fair. Letters received this day from the Cæsar, of 84 guns, Rear-Admiral Sir James Saumarez, Bart. dated Gibraltar, February 23, mention the British squadron under his command being all well. The winter had been uncommonly severe, and the snow on the Andalusian mountains very deep. Provisions were also dear, but as there was a great intercourse of civilities between the Officers of the Spanish lines at St. Roque, and the Spanish families and Officers at Algesiras, the hours passed pleasantly away. Accounts had been received at Gibraltar from Malta stating, that the Thames, of 32 guns, Captain Lukin, had arrived safe there from Leghorn, after being nearly lost in a violent gale of wind in Leghorn Roads. By the spirited exertions of the Officers and crew of the Thames, and the assistance of a Danish frigate, she rode out the gale in safety, after parting two cables an-end.

28. Wind W. S. W. Fair. Sailed for Torbay L'Achille, of 84 guns, Captain Buller, having been paid her wages. There was this day a very large quantity of mackerel brought in from Palpero, which sold reasonable. Came in the Fisgard, of 48 guns, Captain Wallis, from a cruise.

29. Wind N. N. W. Fair. This morning a seaman's wife of the Unicorn, of 32 guns, lying in the Sound, fell overboard and was drowned, though she was soon picked up by the jolly-boat's crew, lying alongside Mr. Eastlake, Coroner for the borough, took an inquisition on the body at the Pier House, and the jury found a verdict of *Found Drowned.*

30. Wind N. W. Fair. No arrivals or sailings.

31. Wind N. N. W. Fair. Came in from Bengal and Bombay, after a fine passage of five months, the Experiment extra East Indiaman, Captain White (2). She brought a very valuable cargo of hemp, the growth of the country, and bale goods. Her dispatches were landed at the pier, and forwarded by express to the Honourable East India Company by their agents at this port, Messrs. Birdwood and Son.

April 1. Wind E. N. E. Fair. This day the Plantagenet, of 74 guns, was hauled alongside the Jetty Head, previous to her being taken into dock to be fitted as a guardship. The Conqueror, of 74 guns, now in dock, is almost ready to go out, and the Tonant, of 84 guns, and Culloden, of 74 guns, are completely stripped to have their timbers thoroughly examined. This day orders came to the Port Admiral to have the Indefatigable, of 44 guns, Captain Scott; and the Triton, of 32 guns, Captain Fitzgerald, stripped directly, previous to their being paid off.

2 Wind W. S. W. Some rain. Came in La Juste, of 84 guns, Captain Sir E. Nagle, from Portsmouth. She came to in the Sound, previous to her going up the harbour to be paid off. The Namur, of 98 guns, Honourable Captain De Courcy, is ordered to Chatham to be paid off, she sails in a day or two. The Malta, of 84 guns, Honourable Captain Bertie, now here, is ordered to be paid off at this port. She will go up the first fair wind.

3. Wind variable. Fair. Went up the harbour the Juste, of 84 guns, Capt. Sir E. Nagle In turning up the harbour in the Narrows, the wind failed her, and she tailed ashore on the rock called the Asia Rock, having missed stays, but by the exertions of her Officers and crew, and the tide flowing freely, she swung off without damage, and got safe to her moorings in Hamoaze. The crew began stripping her directly.

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4. Wind W. S. W. Fair and mild. Went up the harbour this afternoon, the Malta, of 84 guns, Hon. Captain Bertie, to be stripped and paid off. She draws more water than any ship in the Navy; all the boats of the fleet attended by signal at the different buoys, as marks for her going up safe. It being Sunday a number of spectators assembled on the different points of land to see her pass up. Came in the Donnegal transport with the four missing companies of the 26th regiment of foot, from Egypt, last from Gibraltar; they were escorted from Catdown to the transport barracks with the loudest acclamations of all ranks of people.

5. Wind W. S. W. Showery. Came in the Amethyst, of 36 guns, Captain Glynn, from a cruise against the smugglers. Letters from Torbay state, that Vice Admiral Sir E. Harvey, had struck his flag on board the Royal Sovereign, of 110 guns, Captain Raggett, and set off for town directly. This day the artificers of the dock-yard were put on single days, and orders came to the Victualling Office this day, to bake no more biscuit after the stock of flour in hand has been exhausted. This forenoon near 140 maunds of prime fish were landed at the Pier-Head, Barbican, and exposed to sale at the fish market, which occasioned a fall in the price of butcher's meat.

6. Wind S. Fair. This day Commissioner Dacres began paying off the supernumeraries of the Cambridge flag-ship in Hamoaze, who are all discharged. The Lapwing, of 38 guns, Captain Rotheram, was this day reported ready for sea, and drops down the first fair wind. Letters from the Spencer, of 74 guns, dated Jamaica, the 18th of February last, mention the very healthy state of the men of war from England and Gibraltar, lately arrived there. Letters also received from the Renown, of 74 guns, from Malta, as late as the 28th of February last, mention that the British squadron there were hourly expected to be ordered to Gibraltar.

7. Wind S. Fair and mild. Sailed for the Downs the Experiment East Indiaman, Captain White (2). Orders came down this day to the different Commanders of ships to make returns of all the petty Officers on board, who have served their times, and also a report of their qualifications, by which it is understood that some provision is to be made for this valuable class of Officers, who may truly be called the sinews of the British Navy. Went into the Sound the Lapwing, of 38 guns, Captain Rotheram, having had a complete repair. Sailed the Namur, of 98 guns, Honourable Captain De Courcy, for Sheerness, to be paid off, and her crew discharged. The Royal George, of 110 guns, the San Josef, of 120 guns, and the Prince, of 98 guns, are hourly expected here from Torbay to be paid off.

8. Wind S. W. Fair. Yesterday one of the supernumerary seamen paid off from the Cambridge in Hamoaze, being intoxicated, was robbed by his sober comrades of all his wages, 20l. with which they got clear off. 300 more of the Cambridge supernumeraries were paid off this day. From the very meritorious and seamanlike conduct of the crew of the Malta, of 84 guns, particularly during the mutiny in Bantry Bay last December, Captain Bertie means to give a printed certificate of the good conduct of each seaman and marine which paid off; recommending the seaman to any of his Majesty's ships when recommissioned, or to the merchants' service.

9. Wind N. W. Fair. This day the Triton, of 32 guns, Captain Fitzgerald, was paid off in Hamoaze, and her crew discharged. This day orders came down to pay off L'Impetueux, of 84 guns, Captain Sir E. Pellew, Bart. now in Cawsand Bay. Sailed for Torbay the Amethyst, of 38 guns, Captain Glyn (acting), for orders.

10. Wind N. W. Fair. As there will be a great influx of marines from the ships paid off here, the overplus will go into Mill barracks, lately occupied by the North Devon regiment, now marched to Biddeford and Barnstaple, to be disbanded. This morning an apprentice to a shipwright caulking the upper-works of a vessel at Coxside, tripped his foot and fell into the slip, by which accident he fractured his skull so violently as to occasion immediate death. Verdict *Accidental Death*. Orders were this day issued by the Agent for prisoners of war, at the approaching departure of the French pri-

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seamen, and to call in their respective legal debts contracted in the towns of Plymouth Dock and Stonehouse. Orders came down this day, for the Mars, of 74 guns, Rear Admiral Thornborough, Captain Lloyd; to go up the harbour to be stripped and paid off, the Admiral immediately struck his flag.

12. Wind N. W. Fair. Went up the Mars, of 74 guns, Rear Admiral Thornborough, Captain Lloyd, to be paid off, the Admiral struck his flag, and set off for London. Came in from Torbay, St. Josef, of 120 guns; Royal George, of 110 guns; and Prince, of 98 guns; to be stripped and paid off. Upwards of one hundred Shields and Newcastle seamen shipped themselves off for those ports, to go into the Merchant service.

13. Wind N. Fair. Came in leaky, with the loss of her fore top-mast, the White Eagle, Danish East Indiaman, from Copenhagen for Tranquebar; she has been beating about the western ocean near four months, and must have her cargo taken out, before she can proceed on her voyage. This day the Malta, of 84 guns, Honourable Captain Bertie, was paid off, and laid up in ordinary, three hundred of her crew shipped themselves for the eastern ports. Honourable Captain Bertie and Captain Sir Edward Nagle set off for London.

14. Wind S. W. Rain. L'Impetueux, of 84 guns, Captain Sir Edward Pellew, was this day paid off, and laid up in ordinary; four hundred of her crew shipped themselves directly on board several Liverpool traders, and sailed without going on shore. The Lapwing, of 38 guns, Captain Retheram, is to take round to different ports in Scotland, the seamen of that nation; the Fisgard, of 48 guns, Captain Wallis, takes round the Portsmouth Marines; and the Imogene, of 16 guns, Suffisante, of 14 guns, and a gun-brig; takes the Irish seamen to Wexford, Waterford, Dublin, and Belfast; this measure saves the gallant tars much expence, and reflects the highest credit on the Board of Admiralty. Came in the Amethyst, of 36 guns, Captain Glyn, for orders. Went up the harbour to be paid off, the Royal George, of 110 guns, Prince, of 98 guns, and San Josef, of 120 guns; one of the forecastle men of the Royal George set on the King's head cheering the spectators all the way up the harbour.

15. Wind variable, fair. A very honourable trait of the true character of a real British tar occurred in Frankfort place last evening: several of the French prisoners were permitted to come on shore from the cartels, to purchase necessaries for their passage. A seaman of the Malta, of 84 guns, Hon. Captain Bertie, paid off on Monday last, met the party, and recognised a French seaman, whose life he had saved, from La Vengeur, of 74 guns, Captain Rinaudin, which sunk on the glorious 1st of June 1794; when he was in the jolly boat of the Alfred, of 74 guns, with other boats, to save the sinking crew, and in which business the Rambler cutter, Captain Winne, bore so distinguished a part. Recollecting each other, mutual congratulations took place, and the honest British tar actually treated each French prisoner, twenty in number, with a glass of grog; making them drink the King and Constitution of Old England, and prosperity to England and France. The ruddy appearance of the French prisoners will contradict any idle reports of their being starved on board the prison ships, for perhaps never were men so healthy, taking every circumstance into consideration, and is a trait of British humanity worthy the English nation. The conduct of the seamen paid off here, adds further lustre to their character, they behave peaceably, and with few exceptions every man is sober.

16. Wind S. W. Fair. Yesterday a deserter from the St. Josef, broke open his Serjeant's lodgings at Stonehouse, and robbed him of all his pay and prize money, and got clear off.

17. Wind N. W. Fair. Mr. Whitford took an inquest on the body of an Armourer's mate, who was killed at the capstan of the Royal George, of 110 guns, Captain Purvis; the circumstances are as follow:—this man while the seamen were weighing the anchor, was tending the traveller at the capstan,

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to prevent rubbing, the men hove short, and the traveller so entangled the poor fellow, (before they could stop heaving, from the noise of the seamens cheers at the joy of being paid off,) that his thighs were broken and bruised to a jelly; he was sent to the Royal Hospital, but died soon after his arrival, verdict, *Accidental Death*.

18. Wind N. N. W. Fair. This afternoon as some French seamen were going in a boat to their cartel in Catwater, they danced so violently in the stern sheets as to capsize the boat, the water being low, none of them were drowned, but they had a complete ducking. Admiral Sir T. Pasley, Bart. will most probably strike his flag next week, his successor is expected in May; The Cambridge, of 84 guns, the flag ship at present, when paid off, will be broken up, as she is very old.

19. Wind W. Showery. Came in from Morlaix, in 24 hours, the Unanimity packuet, Captain Crinke, before she sailed, an express had arrived from Brest, stating the arrival of Gantheaume's squadron, consisting of eight sail of the line and two frigates, from St. Domingo in six weeks, to take in more troops and stores for the reduction of that island, they state, that Toussaint continually harassed the French troops, by repeated attacks in the night; the climate was also very unhealthy.

20. Wind S. W. Fair. Came in the St. Fiorenzo, of 44 guns, and Revolutionaire, of 44 guns, from a cruise. Came in several trawl boats, which had sailed with French prisoners for Morlaix, St Maloes, and Havre; they report that provisions were plenty, but pork particularly dear. Sailed the Lapwing, of 38 guns, Captain Rotheram, with two hundred Scotch seamen for Leith and the Orkneys; the Fisgard, of 48 guns, Captain Wallis, takes round the Portsmouth marines paid off from the Juste, and Malta, of 84 guns each. Marched into these quarters 300 marines under Colonel Bright, as the Barracks are crouded with those discharged from the ships. Yesterday Admiral Cornwallis struck his flag on board the Ville de Paris, of 110 guns, and proceeded in the Diamond frigate, Captain Griffiths, with his baggage for Portsmouth; the Ville de Paris is hourly expected here.

21. Wind S. W. Fair. The whole of the French prisoners are embarked, and the last cartel sailed this morning. The indefatigable exertions in making out the lists and counter lists in taking up cartels for nearly four thousand French prisoners, reflects the highest credit on the agent for prisoners of war at this port and his secretaries, as they were only four days completing this business; letters of thanks from M. Otto, and the Transport Board, courted in the handsomest terms, have been received by the agent on the occasion.

22. Wind S. W. Showery. Came in from Torbay, the Achilles, of 84 guns, Captain Buller; Centaur, of 74 guns, Captain Littlehales; and Belleisle, of 84 guns; to be paid off, all standing, and to be recommissioned again directly, therefore it is conjectured, they are to go foreign or be guard ships at this port. La Dedaigneuse, of 38 guns, Captain Shortland, is gone into Barnpool, to be be paid off, all standing; Captain S. will recommission her again directly, and is to be made post. The Blenheim, of 98 guns, and St. George, of 98 guns; are hourly expected here from the North Sea fleet, to be paid off, and laid up in ordinary.

23. Wind N. W. Fair. This morning the Achille, of 84 guns, the Belleisle, of 84 guns, and the Courageux, of 74 guns; went from Cawsand Bay to go up the harbour, but the wind being unfavourable, they came to at different buoys, and warped up with the young flood. This day the Prince, of 98 guns; the St. Josef, of 120 guns, and the Royal George, of 110 guns, were paid off, and laid up in ordinary, the greater part of their crews shipped themselves for different ports, and many went away in the long coaches. Came in from Cork, the Galatea, of 36 guns, Captain Byng, after a fine passage of 40 hours.

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PORTSMOUTH REPORT,

FROM MARCH 28, TO APRIL 25.

March 29. Arrived the St. Fiorenzo and Latona, from Portland Roads; Cambrian, from the Downs; Renard, from Plymouth; and Success, from Malta. Sailed the Revolutionaire, for Marcou.

30. Arrived the Romulus and Dido, from the Mediterranean. The former brought home part of the Banffshire Fencibles, from Gibraltar; and the latter some of the 44th regiment, from Malta. Sailed the Delft, Alkmaar, hospital ship, and Ceres, with the 55th regiment, a detachment of the 60th regiment, and some artillery on board for Jamaica.

31. Arrived the Mercury, from Malta.

April 1. Arrived the Alexandria, from Malta; Revolutionnaire, from Marcou; and the Ambuscade, from a cruise. Sailed La Juste, for Plymouth, to be paid off.

2. Sailed the St. Fiorenzo and Latona, for Torbay; and the Maidstone, with dispatches for the Mediterranean.

3. Sailed the Standard, Ruby, Texel, and Astrea, to the Eastward, to be paid off.

5. Arrived the Prevoyante, store-ship, from the Mediterranean. Sailed the Atlas, of 98 guns, Captain Jones; Trusty, of 50 guns, Captain Guion; Argo, of 44 guns, Captain Bowen; Inconstant, of 32 guns, Captain Ascough; Pallas, of 28 guns, Captain Edmonds; Thisbe, of 28 guns, Captain Morrison; Astrea, of 28 guns, Captain Campbell; and Ulysses, armed transport, to the Eastward, to be paid off. Also the Ambuscade, of 36 guns, Hon. Captain Colvill; and the Caryafort, of 28 guns, Captain Drummond, on a cruise.

6. Arrived the Vestal, armed *en flute*, Captain Collard, with troops on board from Malta; Nemesis, of 28 guns, Captain Owen; and the Sophie, of 18 guns, Captain Burdett, from the Downs.

7. Arrived the Santa Dorothea, of 42 guns, Captain Brenton, from Gibraltar. Sailed the Resistance, of 36 guns, Captain Digby, with the 45th regiment on board for Ireland; Concord, of 36 guns, Captain Barton, for Torbay; and the Stork, of 18 guns, Captain Taylor, with dispatches for the West Indies.

8. Sailed the Alexandria, of 38 guns, Captain Wilson; Romulus, of 36 guns, Captain Culverhouse; Mercury, of 28 guns, Captain Rogers, to the Eastward, to be paid off; and the Falcon, of 16 guns, Captain Nash, with troops on board for Ireland.

9. Arrived the Royal Sovereign, of 110 guns, Captain Raggett; Prince George, of 98 guns, Rear-Admiral Sir Charles Cotton, Bart. Captain Rodd; and the Prince of Wales, of 98 guns, Rear-Admiral Sir Robert Calder, Bart. Captain Prowse, from the Channel fleet.

10. Arrived the Raven, of 18 guns, Captain Saunders, from Jamaica.

12. Arrived the Concorde, of 36 guns, Captain Barton, from Torbay; Seaflower brig, Lieutenant Murray, from Jersey; Mallard gun-vessel, from Guernsey.

13. Sailed the Falcon, of 16 guns, Captain Nash, which was obliged to return on Sunday, with 150 of Hompesch's riflemen on board for Cork.

14. Arrived the Alarm, of 32 guns, Captain Parker, from the Downs.

15. Sailed the Vestal, armed *en flute*, Captain Collard, to the Eastward, to be paid off.

16. Sailed the Revolutionnaire, of 44 guns, Hon. Captain Murray, with the marines who were discharged from the Princess Royal, for Plymouth.

17. Arrived the Earl St. Vincent cutter, from the Mediterranean.

18. Arrived La Loire, of 44 guns, Captain Newman, from Yarmouth Roads, and the Resistance, of 38 guns, Captain Digby, from Cork.

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19. Anchored the Isiteus, of 38 guns, Captain Sotheron, from Torbay.

20. Sailed the Renard, of 20 guns, Captain Spicer; and the Netley, schooner, Lieutenant Mein; the former with discharged seamen for Plymouth, and the latter for Leith.

21. Arrived the Savage, of 16 guns, Captain Webley, from the Downs. Sailed the Isis, of 50 guns, Captain Hardy, for Falmouth, to receive his Royal Highness the Duke of Kent on board, for Gibraltar.

22. Arrived the Neptune, of 98 guns, Captain Austen; Donnegal, of 84 guns, Captain Sir R. Strachan; and L'Hercule, of 74 guns, Captain Luke, from the Channel fleet; also the Bull Dog, of 16 guns, Captain Mansel, from the Mediterranean; and the Locust, gun-brig, with discharged seamen, from Chatham.

23. Arrived the Amethyst, of 38 guns, Captain Glynn, from a cruise. Sailed the Savage, of 16 guns, Captain Webley, for the Downs.

24. Arrived the Diamond, of 38 guns, Captain Griffiths, from Torbay. Sailed the Redbridge schooner, with discharged seamen for Dublin.

Promotions and Appointments.

Vice-Admiral Sir A. Mitchell, K. B. to be Commander in Chief at Halifax. The Leander, of 50 guns, now repairing at Woolwich, is ordered to be fitted up for the Admiral's flag.

Admiral Totty has succeeded Admiral Duckworth in the command of the squadron on the Leeward Island station.

Captain Brenton, of the Cæsar, to the Santa Dorothea frigate, *vice* Captain Downman, who succeeds Captain Brenton in the command of the Cæsar.

Captain J. A. Wood to the Acasta frigate, *vice* Fellowes.

Captain Gower, of the Pelican, is made a Post Captain, and appointed to the Santa Margarita in the room of Captain Parker, who is come home.

Lieutenant Whitby, of the Leviathan, is promoted to the rank of Commander, and succeeds to the command of the Pelican.

James Irwin, Esq. First Lieutenant of the Ville de Paris, is promoted to the rank of Commander.

Lieutenant I. Coghlan, to the command of the Nimble cutter, *vice* Lloyd superseded.

Mr. Henry Benge, late Midshipman of the Malta, is made a Lieutenant.

Mr. T. Woeldridge, Midshipman of the Canada, is made a Lieutenant, and appointed to the Jute.

Mr. Duggan and Mr. Parker, Midshipmen with Lord Keith, are made Lieutenants, and appointed to the Leda.

The following arrangements have been made by Vice-Admiral Rainier, Commander in Chief of his Majesty's ships and vessels in the East Indies, until the pleasure of the Right Hon. the Lords Commissioners of the Admiralty is known.

J. G. Vashon, esq. Commander of the Albatross, to be Captain of the Fox.

P. Heywood, Esq. Commander of the Trincomalee, to be Captain of the Trident, in the vacancy occasioned by Captain H. L. Bull's return to England upon his private concerns.

Lieutenant C. Malcolm, of the Suffolk, to be Commander of the Albatross.

Lieutenant Lord G. Stuart, of the Suffolk, to the rank of a Commander in his Majesty's service, and Governor of the Naval Hospital at Madras.

Lieutenant Johnston, of the Suffolk, to be Commander of the Y[illegible] Pulham.

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Mr. J. Berney, Midshipman of the Arrogant, to be Lieutenant of La Sybille.

Mr. A. Lyneghe, Midshipman of the Suffolk, to be Lieutenant of La Chiffonne.

Mr. W. Mount, Midshipman of the Fox, to be Lieutenant of La Chiffonne.

Mr. J. Adie, Surgeon's Mate of the Victorious, to be Surgeon of La Chiffonne.

Captain H. Stuart, removed from the Fox to La Chiffonne.

T. Pulham, Esq. Commander, and Governor of the Naval Hospital, to be Captain of the Trident, till joined by Captain P. Heywood; then to command the Trincomalee.

Lieutenant N. Mancer, of La Sybille, to be Lieutenant of the Suffolk.

Lieutenant P. Percy, of the Victorious, to be Lieutenant of the Suffolk.

Lieutenant J. Hislop, of the Fox, to be Lieutenant of the Suffolk.

Lieutenant W. Davidson, of the Albatross, to be Lieutenant of the Suffolk.

Lieutenant W. Henderson, of the Trident, to be Lieutenant of the Fox.

Lieutenant J. Burn, of the Arrogant, to be Lieutenant of the Victorious.

Lieutenant H. Lambert, of the Suffolk, to be Lieutenant of the Arrogant.

Mr. W. Hutchins, Purser of the Fox, to be Purser of La Chiffonne.

Mr. C. Howard, late Purser of La Forte, to be Purser of the Fox.

Lieutenant W. Skelton, to be First Lieutenant of La Chiffonne.

Lieutenant C. Mayo, to be Lieutenant of the Naval Hospital.

BIRTHS.

Lately, at his house in Albemarle-street, the Lady of Captain Lukin, of the Royal Navy, of a son.

The Lady of Captain Elphinstone, of the Navy, of a daughter.

March 18. The Lady of Captain Lydiard, of the Royal Navy, of a son.

MARRIAGES.

Lately, at Gloucester, Captain Walter Tremenheere, of the Marines, late Governor of Curacoa, and Colonel Commandant of his Majesty's Forces in that Island, to Miss Frances Apperley, second daughter of the Rev. Mr. Apperley, of Wotton House, near Gloucester.

In Autumn last, at the Isle of France, Captain Down, of the East India ship Bellona, to Miss Maria Spratt, of Salisbury, Wilts.

At Kingston Church, Lieutenant Joseph Tyndale, of the Royal Navy, to Miss Ann Qualsh, of Portsea.

OBITUARY.

Lately, at Bath, Captain Fraine, of the Royal Navy.

The 29th March, at Blackford, Lieutenant-Colonel Alexander Trotter, of the Marines.

Lately, at his brother's house at Streatham, Mr. Thomas Henderson, Purser of his Majesty's ship Minotaur.

At her house in Farcham, at an advanced age, Mrs. Montagu, relict of the late Admiral Montagu.

[redacted]se at Clifton-hill, near Bristol, Mrs. Thomas Sotheby, the wife of [redacted]theby, Esq. Captain in his Majesty's Navy, and youngest daughter of [redacted] Anstey, Esq. of Bath.

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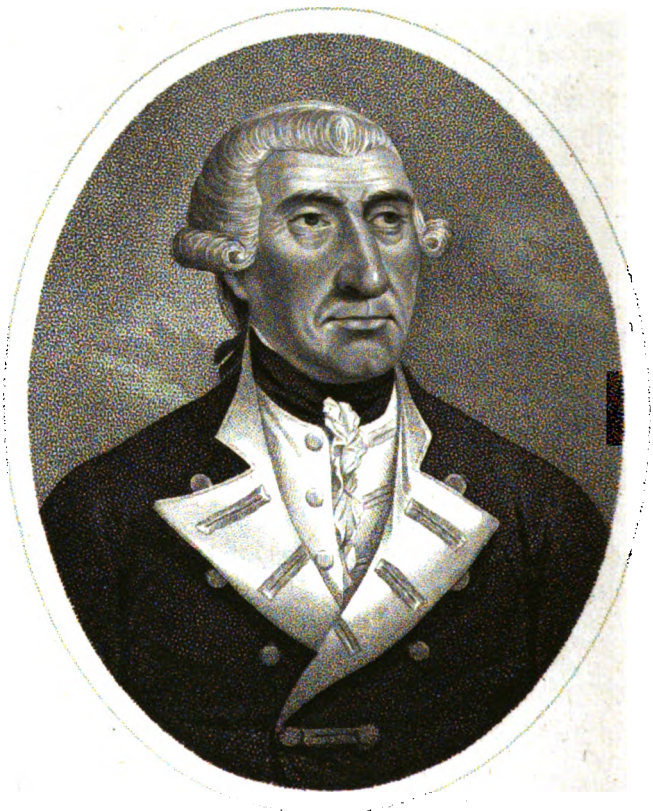

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RICHARD KEMPENFELT *Esq.*[R]

Rear Admiral of the Blue Squadron

Pub by Bunney & Gold 103 Shoe Lane June 1 1802

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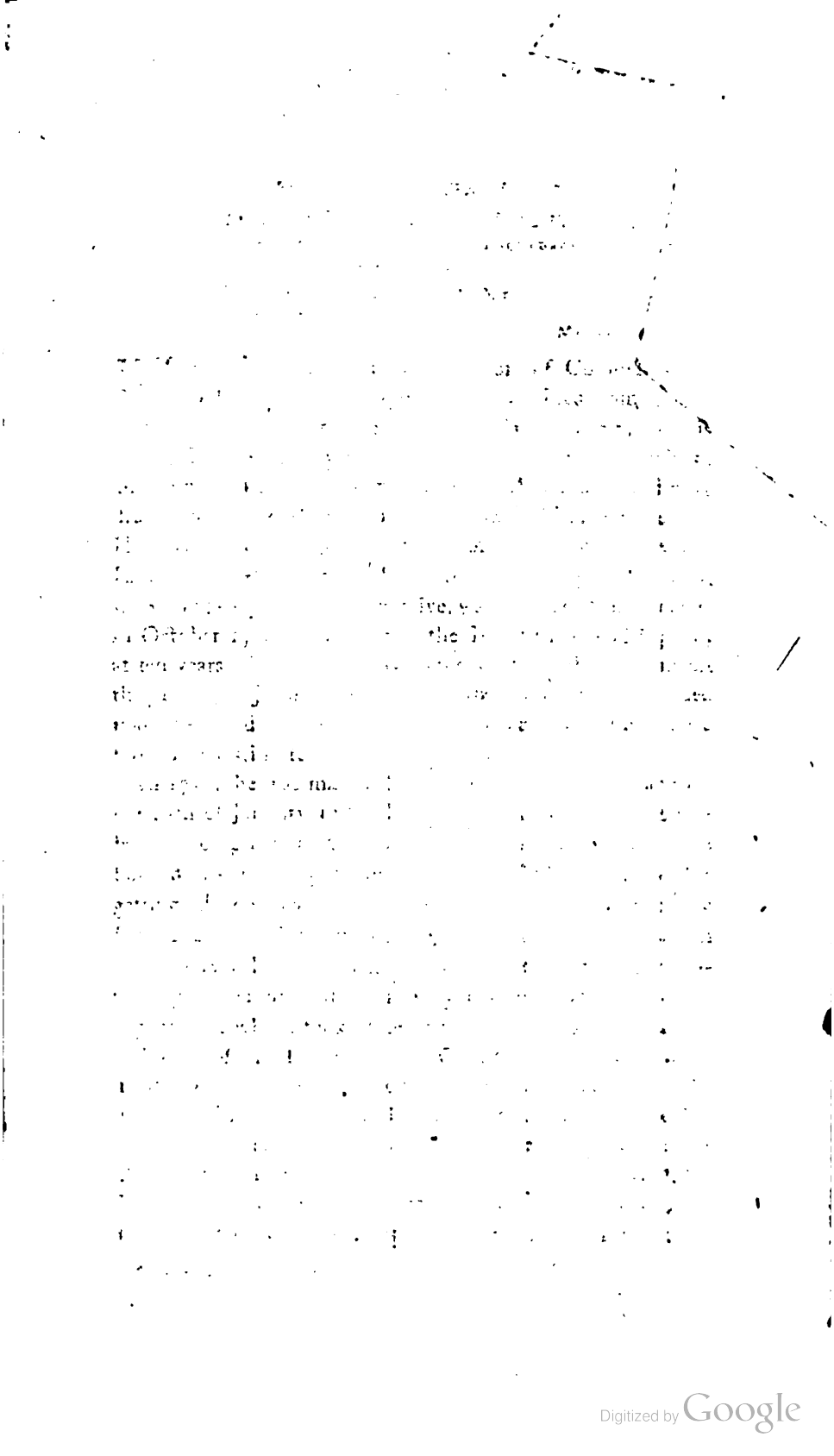

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BIOGRAPHICAL MEMOIRS OF

RICHARD KEMPENFELT, Esq.

REAR-ADMIRAL OF THE WHITE SQUADRON.

He must not float upon his wat'ry bier
Unwept.——

MILTON.

RICHARD Kempenfelt was the son of Colonel Kempenfelt, a native of Sweden, who obtained from Queen Ann a Colonel's commission in the British army. He is said to have been honoured by the friendship of Addison, and to have been the person whose character is so admirably drawn in the Spectator, under the name of Captain Sentry. He died in the reign of George the First, when he was Lieutenant-Governor of the island of Jersey. His son, who is the subject of this narrative, was born at Westminster, in October 1718. He entered the Navy as a Midshipman at ten years old, and got his commission as Lieutenant on the 14th of January 1741. In this rank he continued many years, during which the circumstances of his life are too uninteresting to claim our attention.

In 1756, he was made a Master and Commander; and on the 17th of January 1757, he was appointed to the Elizabeth, of 64 guns, as Captain to Commodore Stevens, who hoisted his broad pendant on board of that ship, on his getting the command of a small squadron destined to the East Indies. This squadron proceeded to its destination soon afterwards, and in the month of April 1758, Kempenfelt signalized himself in a very eminent degree, in the engagement which took place between the English squadron and that of the French under Count D'Aché, and he is mentioned in the Commodore's official dispatch on the occasion, in terms of the highest commendation. A few weeks subsequent to this action, he was removed to the Queenborough frigate, for the purpose of convoying the Revenge Indiaman to Madras, having on board a large detachment of Colonel Draper's regiment, under the com-

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mand of Major Monson, destined for the relief of that settlement, then besieged by the French. He arrived at a critical period of the siege, when the enemy had opened a heavy fire from their third parallels, and had almost silenced the English batteries. Observing the situation of the garrison, he immediately landed the troops with the greatest celerity, but in the most perfect order, without the loss of a single man; and thus, by this timely reinforcement, the relative situation of the contending parties was so much changed, that Count Lally, the French Commander, raised the siege, and retired to Pondicherry.

Shortly after this affair Commodore Stevens shifted his flag to the Grafton, of 64 guns, on being promoted to the rank of Rear-Admiral of the Blue, and Kempenfelt accompanied him to that ship as his Captain; in which station he served in the last action that took place in the Indian seas, during that war, between the French and English fleets, and in which he displayed great professional knowledge, ability, and spirit. On the return of Admiral Pocock to England, the chief command of the fleet devolved on Admiral Stevens, who, thereupon shifted his flag to the Norfolk, of 74 guns, to which ship Kempenfelt was also removed, and in which he continued till the death of that brave Officer, when he was appointed Captain to his successor Admiral Cornish.

Some months after he received this last appointment, the fleet sailed on the well known expedition against Manilla. On this occasion he was chosen to conduct the landing of the troops, which important service he executed with admirable skill, resolution, and dispatch, and thereby paved the way for the subsequent success with which the British arms were crowned. After the reduction of Manilla he was sent with a line of battle ship and two frigates to take possession of Port Cavite, a place which had been included in the capitulation; and he was at the same time appointed by Sir William Draper (the Commander in Chief of the land

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forces), to act as Governor of that place, which appointment was conveyed to him in the following terms:—

As a small acknowledgment of the great services, which the whole army has received from Captain Kempenfelt, the Admiral's Captain, I beg he will act at Cavite, as Governor for his Majesty, being assured that no one can discharge that trust with more conduct and abilities.

WILLIAM DRAPER.

He held this appointment, however, but for a short time, being sent to England by Admiral Cornish, as the bearer of his dispatches, in which he recommends him to the Admiralty in strong terms of appropriate praise.

In 1762, Kempenfelt returned to India, where he resumed his station as Captain of the Norfolk, but where he did not long continue. In consequence of the Peace in 1763, the fleet on the India station was ordered to England, and was on its arrival paid off. Nevertheless Kempenfelt continued to apply to his professional pursuits with unremitting ardour and diligence. During the Peace he generally spent a part of the year in France, with a view to make himself acquainted with the principles and practice of ship-building, in both of which the French are allowed to excell, and of which he thereby acquired a complete and accurate knowledge.

Upon the rupture with Spain, about the Falkland Islands, in the year 1770, he was appointed to the Buckingham, of 70 guns. But when that dispute was compromised he was again put on half-pay, and was not afterwards employed till the commencement of the war with France, in the year 1778, when he got the command of the Alexander, a new third rate, of 74 guns. In the year following he was removed to the Victory, with the appointment of Captain of the Fleet, under Admiral Sir Charles Hardy.

On the 26th of September 1779, he was promoted to the rank of Rear-Admiral of the Blue; but continued, notwithstanding, to serve as Captain of the Fleet, on account of his abilities and qualifications for that important station. His skill in naval tactics was then only equalled by Hawke,

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and one or two other distinguished Officers; and in the arrangement and management of signals, so essential a branch of naval knowledge, he surpassed every Officer in the British Navy. In this part of his profession he has left a lasting memorial of his talents, in his code of Numerical Signals, the invention of which evinces much ingenuity. Lord Hawke, in some of his private letters which have been preserved, talks of the nautical abilities of Kempenfelt in the highest terms.

After the resignation of Sir Charles Hardy, he continued as Captain of the Fleet, under Admiral Geary and Rear-Admiral Darby, until the year 1781, when he was appointed to the command of a squadron of twelve sail of the line, one of 50 guns, and several frigates. With this force he put to sea, for the purpose of intercepting a French fleet of superior force, that had just sailed from Brest for the West Indies, with the view of forming a junction with Count de Grasse. He fell in with the enemy, but was filled with disappointment and vexation, when he found their numbers so much exceed what he was led to expect, and their weight of metal so greatly superior to that of his own fleet. The French fleet consisted of nineteen sail of the line, many of which were first and second rates, besides two 64 gun ships, armed *en flute*, and several frigates. With a force so much beyond his own, he could not in prudence hazard a general action; but having the weather-gage, he determined to sail along with the enemy, in line of battle abreast, and to watch a fit opportunity of bearing down upon their rear, and cutting off their convoy. In the course of a few hours the van and centre of the French fleet had shot considerably ahead of the rear, and the convoy under the protection of four or five frigates, had fallen greatly to leeward. Upon observing this, Kempenfelt instantly bore up in line of battle ahead, and engaging the rear of the enemy with his van, the rest of the fleet passed to leeward, and effectually cut off and captured the whole of the convoy, amounting to fifteen sail, and sunk four of the frigates that had rashly

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endeavoured to protect them. This manœuvre having brought his fleet above half a league to leeward of the enemy, and the wind blowing directly fair for the coast of England, he formed his fleet, by signal, into two divisions, the first of which took the captured vessels in tow, and the other kept up a running fight with the French fleet; and in this order shaping his course for Plymouth, under a great press of sail, he carried the whole of his prizes into that port, in the face of the enemy, and in spite of their utmost endeavours to prevent him. This capture was no less valuable in itself, than important in its consequences; for the convoy was laden with naval and military stores, and had upwards of one thousand troops on board, destined to reinforce the garrisons in the French West India islands.

Kempenfelt continued in the command of this fleet till after the change of the Ministry in the spring of 1782. He was then removed into the Royal George, in which he put to sea, as second in command to Admiral Barrington, in a small fleet, with which he was sent to cruise off Brest, in order to intercept a French squadron then about to sail from that port for the East Indies. With this squadron they had the good fortune to fall in, a few days subsequent to their arrival off the coast of France, and after a chase of some hours, and a short resistance on the part of the enemy, they captured two line of battle ships and eleven transports.

On Kempenfelt's return from this cruise, he was immediately dispatched with the Royal George to join the Channel Fleet, under Lord Howe, and then cruising off the isle of Ushant. A few days after he joined, the fleet fell in with that of France, which in the number both of line of battle ships and frigates, had greatly the advantage of the English. No action took place; but Kempenfelt had an opportunity of displaying his great skill in naval manœuvres, in covering the retreat of some ships which had fallen out of their stations, and were in extreme danger of being cut off by the van of the enemy's fleet.

His ship now proving very leaky, he was ordered to Spithead to get her repaired; and with a view to get that

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done expeditiously, it was directed that the ship should be careened and have her seams caulked as she lay at anchor, without going into harbour. This surely was a hazardous expedient, especially in a roadstead so much exposed to sudden squalls as Spithead, and the object to be gained by it should have been very important and very evident, to have justified its adoption; and, if in this instance it was at all justifiable, the execution of it ought to have been attended to with peculiar care. But the dreadful accident which happened, affords a fatal proof that the proper precautions for security had not been taken. On the 29th of August, at six in the morning, the weather being fine, and the wind moderate, it was thought a favourable opportunity to heel the ship, and orders for that purpose were accordingly given. By ten o'clock, she was heeled sufficiently to enable the workmen to get to the part that leaked, but in order to repair it as effectually as possible, the ship was heeled another streak, or about two feet more. After this was done, the ship's crew were allowed to go to dinner, but the carpenters and caulkers continued at their work, and had almost finished it, when a sudden and violent squall took the ship on the raised side, and the lower-deck ports to leeward having been left open, the water rushed in at them; in less than eight minutes the ship filled, and sunk so rapidly, that the Officers in their confusion made no signal of distress, nor indeed if they had, could any assistance have availed, for after her lower ports were in the water, no power nor no exertions could have prevented her from going to the bottom. When the Royal George went down there were upwards of 1200 persons on board, including 300 women. Of these about fifty only were seamens' wives; the remaining 250 were *women of the town*, from Portsmouth, whom it is customary in the Navy to allow the seamen to keep on board ship, when in port *.

* The gross immorality of such a custom being allowed to exist, is sufficiently obvious; and were it to be judged of abstractedly, would justify the severest reprobation. But though it of course originated in vicious propensities, it would be unfair to conclude, that it is sanctioned from any disregard to decency and decorum. It may have been found more conducive to good conduct to

The people who had the watch on deck, to the number of 200 and upwards, were saved by going out on the top-sail-yards, which remained above water after the ship reached the bottom. About seventy more were picked up by the boats from the other ships at Spithead. Among these were four Lieutenants, and eleven women. Admiral Kempenfelt, the rest of the Officers, and 900 people were drowned.

Thus prematurely perished the gallant Kempenfelt, whose knowledge, abilities, and bravery did so much honour to the British Navy, and promised to contribute so largely to its improvement and its glory.

In the beginning of 1783, a monument was erected in the church-yard of Portsea, to the memory of Rear-Admiral Kempenfelt, and his fellow sufferers. It is lofty, and of a pyramidal form, ornamented with marine trophies, arms, urns, &c.; in an oval compartment, upon the upper part of the pyramid, in black marble and gold letters is this inscription:—

Reader, with solemn thought, survey this grave, and reflect on the untimely death of thy fellow mortals; and whilst, as a man, a Briton, and a patriot, thou read'st the melancholy narrative, drop a tear for thy country's loss.

Underneath is the following inscription:—

On the 29th day of August, 1782, his Majesty's ship the Royal George, being on the heel at Spithead, overset and sunk, by which fatal accident about nine hundred persons were instantly launched into eternity, among whom was that brave and experienced Officer Rear-Admiral Kempenfelt. Nine days after, many bodies of the unfortunate floated, thirty-five of whom were interred in one grave, near this monument, which is erected by the parish of Portsea, as a grateful tribute to the memory of that great Commander, and his fellow sufferers.

Upon a pedestal in gold letters is this epitaph:—

'Tis not this stone, regretted Chief, thy name,
Thy worth, and merit shall extend thy fame.
Brilliant achievements have thy name impress
In lasting characters on Albion's breast.

suffer, than to attempt to prevent, a natural evil among men shut out from the society of virtuous women, and subject to such long and close confinement.

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TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

WITH this letter I send you a little tract upon *Naval Education*. The book will explain itself. It is a contracted treatise from a more extended plan. It has hitherto been known from copies with *my initials only*. Your Naval Chronicle is considered by my friends, and the friends to this my project, as the appropriate vehicle for its circulation and celebrity. It has received the special verdict of naval approbation, and is unmarked by even extra-professional censure. Far beyond its intrinsic claim as a composition, and flatteringly profuse above the author's expectation, have been the encomiums upon its propriety and its zeal. I feel all the value of its admission into your popular publication; and I persuade myself that the reputation of the Naval Chronicle will sustain no tarnish from its insertion. Like the original plan itself, my view in publishing it thus with my name subjoined is obvious and admitted—I wish to make it known to the world as my own. Like the *Bentinck Block*, the *Pakenham Rudder*, or the *Tactics* of *Clerk*, I am ambitious to give its inventor's name to this project of my heart. The Tactics of Clerk illumined and augmented the natural glory of the British flag! This tributary treatise to a Service I adore, aspires to aid the studies of our naval youth. With my pen, and with my life, I would repay the friendship and the confidence with which the Quarter-deck and the Orlop have accepted and honoured my ardent attachment. The gallant worthies of the present list will recognize in this little tract my hand and my heart, so devoted to their darling cause; but the introduction of it into national practice, although ultimately pretty certain, may, not improbably, be tardy. Therefore, the property in the project thus formally asserted, secures to the suggester all exclusive credit and claim to its merits and effects. This is become the more necessary because several Captains, with a spontaneous and liberal promptit-

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tude, are acting upon its principles, and avowedly by its recommendations.

I place it before a candid public with all its imperfections on its head. Some lighter trifles of my pen, which have gratified me in the writing, and amused my messmates in the perusal, may be of a perishable description; but an effort to increase the splendour of the Service shall receive prominent and posthumous applause; the accorded commendation of every generous Tar shall be the enviable decoration of my future life, and of my humble grave.

I have done the State some service, and (by your means) *now* they know it.

JOSHUA LARWOOD,

Successively Chaplain of his Majesty's ships Shrewsbury, Royal George, Princess Royal, and Britannia, and Interpreter to Adm. Hotham, Commander in Chief in the Mediterranean.

Swanton Morley, Norfolk,
22d May, 1802.

NAVY CHAPLAIN SCHOOLMASTERS.

AT a time when frivolous and dissatisfied persons are inventing daily pretences to calumniate all establishments, and, above all, to bring into disrepute clerical institutions, it becomes, more than ever, the duty of thinking men not only to answer the calumnies of our adversaries by argument, but also to defeat the purposes of their derision by removing any actual or apparent ground for the censure of these restless and perturbed spirits.

The most rational and effectual mode to accomplish this requisite and laudable end, is to review these appointments thus assaulted by calumny; to examine with careful impartiality how far any particular defects may subject them to the attack of acrimonious malevolence, and to refresh and reform them by such renovating and salutary improvement as may increase and confirm their unquestionable usefulness; and thus may resist the open petulance of audacity, and escape the side-wind wound of slanderous ridicule.

Amongst the other honourable descriptions of men serving in our Navy, the corps of Chaplains, with some very few exceptions (and what corps is unmarked by such exceptions?) has done itself and the service considerable and uniform credit: no men have been more

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respectable members of marine society, nor have any ward-room characters deported themselves with more professional and gentlemanly decorum. It is to be adduced in proof of this (and the proof does no less honour to the seamen than to their Chaplains), that no instances have occurred, even in the most turbulent moments, of their having shown slight, disrespect, or contempt to the characters of their Clergymen when such Clergymen have conducted themselves with propriety; and, in the very rare instances that have appeared of a departure from guarded behaviour, such indiscretion has rather extorted a sailor's compassion than excited his levity and mirth, which are sufficiently prompt upon many other occasions.

The higher ranks in our Navy offer constant and unqualified respect to the sacred office where the office is held by a person of correspondent respectability; and there seems to be nothing wanted to render a Ship Chaplain's situation as desirable as any other appointment on board, but that he should feel himself, and that the service should acknowledge him to be of as much use on the other six days of the week as his performance of Divine Service makes him on the seventh.

It is here, however, necessary to observe, that the ensuing remarks are not restricted to the view of meliorating the condition of Chaplains; by no means limited to an object which possibly might but slightly interest the attention of those for whose perusal this subject is designed, the writer wishes to premise that his project aims at a much higher reformation, at an obvious and important improvement in that class of our Navy which ought to be the dearest object of our care, as it is the precious basis of our security and glory.

However satisfactorily to his audience and to himself a Chaplain may pass through his weekly functions of Prayer-reading and Preaching, these offices necessarily occur so seldom, and are also of so short duration, that he is unavoidably considered, and consequently considers himself, as what it must be lamented he really is, an Idler!

But, as no man can adequately fill the situation alluded to without the advantage of a liberal education, and as mathematical studies form a material and leading part in College Education, it should seem that our Universities, where we naturally look for competent Chaplains, may also produce well qualified Preceptors. On this idea is built the following plan, which an old clerical servant in the Navy submits to the consideration of the Lords of the Admiralty, to the Officers of the Navy, and to all others who have at heart the improvement and perfection of our service.

Ingenious, industrious mathematical students are most assuredly to be found in their respective colleges; men who would gladly devote

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an appropriate portion of their laudable labours to the acquisition of a knowledge of Nautical Mathematics. Thus, a well directed pursuit of science applicably useful to an important department, might proceed in conjunction with the usual process of college application.

Under the propitious favour of the Admiralty Board, the Universities might hold out encouragement to students (animated with a zeal too ardent for the confines of a country church), inducements to devote themselves to naval pursuits: upon taking holy orders and their first degree, they might find their spirit and industry rewarded by an honourable and profitable nomination to a Ship of War, where the energetic activity of an aspiring mind would receive a more congenial gratification than from the less interesting occupations of village obscurity.

It is intended in the sequel of this account, to assert that this comfort and credit may be secured to the Chaplains by the very means that shall at the same time *promote the good of the service, and also economize the national purse;* and unless the suggester of this plan greatly deceives himself, and unless the many Navy friends he has consulted on the point are mistaken, the three objects insisted upon may be blended and accomplished by melting into one useful, estimable, and *active* employment, the two at present ill established appointments of Chaplain and Schoolmaster.

From a Six Days Idler on the one hand, and on the other, generally speaking, a Gun-room Smatterer, shall be combined in one character an admissible, responsible, and profitable Officer. This character shall be superior from situation to, and restrained also by *article* from exacting any other than Government payment for the youths he shall be bound by his duty to instruct: this is far from the case under the present appointment. This regulation will have a very salutary effect in preventing distinctions in a scene of education where the communications of instruction to be prosperous should be indiscriminate, and where every depression is to be cautiously excluded from the feelings of young men whose ill furnished pockets may bear a very mortifying disproportion to the amiable liberality of their hearts; but, by the plan now under our consideration, none will be checked from a pursuit of knowledge from a sense of incapacity to remunerate the instructor; no partial sources of education will allow a preference to rank or wealth, the stream will freely flow to all, and an emulation will be so effectually excited, that it is scarcely possible any youth on board will have the shameless apathy not to taste and relish the cup of instruction.

Although no man, and more especially no young man, should blush or hesitate to receive instruction from his inferiors, yet it cannot but

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seem reasonable that a Gentleman should prefer to be taught by a Gentleman, and when that teacher has been accustomed to College Lectures and the academical divisions of science, time, and study, it is more than probable that he will proportion the hours of application with a more advantageous discretion than any person less versed in the scholastic arrangements of preceptive system.

In the same interesting degree as the youths of our Naval Service are of the most precious concern to the country; so commensurately important is their early attainment of Nautical Mathematics; this attainment may thus, it is conjectured, be greatly facilitated; that great character, the accomplished Sea Officer, may thus lay the foundation of his fame in the Gun-room School, as this project wishes to establish it; and having benefited from the reform now suggested, may, when he is matured in his profession, the pride of the quarter-deck, and the scientific defender of the British Flag, trace in the humble lines here written, the origin of that plan from which he derived the high requisites of his reputation, and repay the writer's memory (when his head and his hand shall be dust), with a generous sigh of grateful approbation.

It is not every young man, even of the most respectable family, that comes on board a ship of war possessed of even the rudiments of requisite education; where, however, those rudiments have been a part of a considerate parent's attention previous to his entering his son into the sea service, the youth is sometimes detained longer on shore than would, but for bringing him forward in necessary learning, have been required; under our proposed alteration a very early acquaintance with sea life might arrest the boy's affection for the service, attach him from early habit to its best customs, season his tender years to the duties and operations of a ship, and all this time the gun-room Chaplain Schoolmaster might impart the instructions of marine science, and as a Divine might inspire his juvenile, nay we may say his puerile, charge with the sentiments of morality, virtue, religion, and courage.

It is not here offered to be urged that this arrangement to be effectual can be immediate or speedy; like most other rational improvements it will not admit of being a sweeping innovation; it must be a gradual melioration; a year at least, more probably two, and possibly three years will be the time required to produce the effect suggested, and the persons prepared for due examination; for, it is here to be remarked that such scrutiny into the pretensions of candidates for this very responsible employment as is at present demanded for Navy Schoolmasters, is, by the projected reform, by no means designed to be relaxed, but on the contrary to be strenuously enforced, and that

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with an additional and indispensable accuracy; of the modes and times for such examination it is not right to say any thing in this account, as this is only to be considered as a general outline of the plan, the minuter particulars of the arrangement being at present submitted to the inspection of that authority from whence alone it can receive valid sanction or publicity.

The reason why the formation of this plan cannot be otherwise than tardy, arises from the well known necessity that the University Student has to apply himself in the previous part of his residence in college to general studies; it is, therefore, in the last year of his abode there that he can be expected to aim at the particular qualifications specifically demanded for his destination: towards the conclusion, in the later prosecution of his studies at large, he will attend to the particulars required by the *Articles of the general printed Instructions*, namely, To be *well skilled in the theory of the art of Navigation, and qualified to teach Youth therein.*

When it is recollected to a situation of how much serious responsibility our preceptor is destined, it will by those for whom principally these remarks are designed, and who are well acquainted with the assiduous application imperiously demanded in such pursuits, be no subject of surprise that the proposer of this scheme should, while he brings it forth to observation, load it at the same time with the impediments of delay and the difficulties of protraction; the fact is, that such impediments and difficulties will eventually be the polishing perfection of the plan, for the grand object is to dispossess the naval service of a useless portion of its establishment and to substitute a far different and superior appointment. A very finished character must be the result of a combination of those qualities now stated to be expected from a Navy Chaplain Schoolmaster; as the charge is solemn in its nature, and will be laborious in its execution, it is but fair that all decent respect should also be annexed to the situation; and, that being secured, there is not much question but that, in a few years, fathers will be seen preparing their sons for college with a view to the Naval Church, and that sons will carry to the University a zealous inclination to obtain an honourable establishment in the darling service of their country.

During the first and second years from the adoption of this plan, any of the present established Chaplains, some of whom may perhaps possess perfectly arithmetical and partially mathematical knowledge, may direct their studies to the nautical requisites enforced by the *article of the printed Instructions* above alluded to: capable of the proof, and courting and passing the examination, they unquestionably claim the preference of election and the priority of appointment.

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It does not become the writer to obtrude his opinion how far it may be right to extend to the Universities of Scotland the search for candidates, but the laudable liberality of the present day of enlightened candour justifies our remarking that there is no doubt but that Edinburgh, Aberdeen, Glasgow, and St. Andrew would afford ingenious and industrious men eminently qualified as Schoolmasters; and, if they choose to devote themselves to *nautical studies*, and can and will procure ordination in the English Church, they would be prepared to perform the sacerdotal part of the appointment, and they might procure and produce an equivalent testimonial of graduation and morality.

To Trinity College, Dublin, there can be no possible objection.

At this brilliant period of science and unparralleled moment of naval glory, under the gracious auspices of a Sovereign at once the father of his people and the patron of navigation and discovery, the happy influence of example eminently excites an emulation replete with the proudest advantages to our naval service. Nothing more palpably proves this happy influence to emulation, than the general and admirable exertions that distinguished the young gentlemen who accompanied Captain Cook on his different voyages, to excel in astronomical observations. The high examples exhibited by the commissioned Officers of those ships had the most fascinating charms to allure the Midshipmen, roused their best faculties, and stimulated them to an honourable imitation; the petty Officers could take with accurary the distance of the moon from the sun or from a star, allowedly one of the most, if not the most delicate of all observations; but, the writer feels full confidence in predicting that such astronomical and nautical excellence shall adorn every Gun-room School in the Navy, and such expert observers shall be numerous in proportion as are the names of Midshipmen on the books of our various ships: an acquaintance with lunar observations shall become a matter of as familiar occurrence and as obvious facility as a four hours walk upon deck, or answering a signal for the weekly account.

Here too, it is impossible not to state how very much the instructor's scientific qualifications, cannot but create in the minds of his pupils the most profound respect for his reverend character; the habitual politeness offered by the young gentlemen of the quarter-deck to their Chaplain, would receive an increase and confirmation from his compound claim in the two-fold capacity of pastor and preceptor. Hence is again evident the natural affinity of the two appointments thus proposed to be amalgamated, the advantages are various and obvious which must proceed from such a union.

As in other departments it is found useful, nay indispensable, to have a regular channel of communication between the authorities that

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commission and employ and those who contract to obey and serve, it appears to be requisite that a Chaplain Representative of the whole body of Chaplains should be responsible to collect the certificates of their due qualifications, the testimonials of their morality, the process and success of their labours, the result of their assiduity, the number of their pupils, the improvements they may suggest, and the whole progress and effect of the establishment. Nor is this less necessary to the Chaplain Schoolmasters themselves than indispensable as a duty in those to whom they are responsible, as it is on such periodical proofs of their attention and good conduct they are to found their claims to half-pay.

The present Schoolmasters may, perhaps, in more instances than one, be competent to teach some of the inferior branches of the Mathematics and Navigation, and the present system ordains that they shall receive the *pay* of a *Midshipman* and *Queen Anne's bounty*; but manners united to abilities are not frequently discoverable in these Gun room Teachers; the absence indeed of the former might be compensated for by a sufficiency of the latter, but it is oftener that neither one nor the other distinguishes the party holding the situation; from which deficiency it is evident that the appointment demands a liberal and well educated man, whose pretensions shall be ascertained by due examination, and whose station shall be sanctioned by the combined authority of Government and his personal professional reputation.

In communities like ships' companies, compressed into a small compass, it is obvious policy to have as few *Idlers* as possible; it is manifestly conducive to health, activity, and tranquillity that every wheel in the machine should have its particular and designated influence towards the regularity of the general movement. The plan subjoined attempts to remove the imputation of *Idler* now not unjustly cast upon the persons here treated of, and as to the present Schoolmasters, if they are any of them in any degree qualified, they will not be the less capable of serving out their time as Midshipmen, and such as are not equal to either the one or the other business, will find less important departments more congenial to their pretensions; thus too a petty Officer will in each case be saved to the quarter-deck, and there will be an individual claimant less in the divisional eighth of that class of prize-money.

If it be here urged, it is also admitted that there will be an increased number of Chaplains, and consequently an increased expenditure in salaries; but, it is to be answered, that the *Queen Anne's bounty* allowed to Schoolmasters will be transferred to the Chaplain Schoolmasters; and when it is observed, that by the proposed alteration, money will be paid where more than hitherto that money will be

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earned, a comparative view between the sums expended and the advantages obtained, warrants the claim of the project to œconomy, especially, when, above all other considerations, it is recollected that ships of all classes may thus have qualified Schoolmasters, and ships having now no such appointment, may have the benefit of a Chaplain, uniting in his warrant two offices, becoming from their junction an interesting and beneficial employment.

The scrupulous execution of these combined duties, together with the service over the dead, and the rarer employment of assisting the Surgeon in battle in the cockpit, will exhibit a character of much use; and as humanity and fortitude are generally the effects of a refined education, the assistance rendered to the Surgeon is not to be slightly regarded, as a cool and active person may almost be valued as an additional *mate*. The writer of this remark speaks on this point with the less reserve, as it has been his chance to be a witness to six (and those victorious) actions between the fleets of his country and those of its enemies; nor let any imaginary exposition to danger be attributed to a station upon deck over one in the cockpit, as he who would discourse about the safe part of a ship in a close combat, would descant upon the heat of Polar Ice or the congelations of the Torrid Zone; besides, the heat, stench, and spectacles in the operation room of a cockpit are a much keener trial of the spirits than the most formidable cannonade above board; of this too, the writer can form a just opinion, as he has tried both situations.

To complete the objects of the present plan, it is necessary that the Reverend College Characters who are, in the accomplishment of it, to testify the qualifications of the candidates, should be consulted on the previous and minute arrangements, as far as they respect the share the Universities are to take in the attainment of the purpose. A communication for this desirable end should directly commence between the Board of Admiralty and the Heads of Colleges, with the influence of *Admiralty authority*. With the recommendation and protection of the First Lord, there is no doubt but this rational reform will meet with every chearful aid from the Colleges both individually and collectively; a confidential person, informed upon the subject, under an appointment of Navy Chaplain General, answering (as far as the difference of the two services may allow, to the office of that denomination in the army, should be *warranted* to lay before the Heads of Colleges the whole of the meditated regulation. The result of this application would throw fresh light upon the subject, and although its final and effectual arrangement might demand twelve, twenty-four, or, as before observed, thirty six months, yet probably at the end of two, and infallibly at that of three years, the whole plan would be matured, and many candidates would appear both zealous for examination, irreproachable, and eligible for the appointment.

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It is a repetition, but a necessary one, to state that this sketch or outline of the scheme is only designed to give a general and superficial view of it; the circumstantial minutenesses are traced with a more individual precision in a detail delivered to that authority from which it hopes to merit countenance and derive support.

It is an article of the *General printed Instructions*, and an article publickly exposed in all ships of war, that prayers shall be read on board every day. This daily ceremonial of worship the daily duty of the ship does not altogether allow; but as far as the Gun-room is concerned, it is submitted, in the present situation of religious observances, and their very requisite re-animation considered, whether the Chaplain Schoolmaster may not with great propriety preface his morning business by a short form of prayer, at once directing the thoughts of his hearers to the providential protection of the Supreme Power on the element where they are destined to act, and also to the great importance of the studies they are about to pursue: thus the printed Instruction will be literally fulfilled.

If it is not quite to the point in question, it is not absolutely irrelevant to the subject, to offer an observation here, which, however it may surprise persons totally unacquainted with ship proceedings, is nevertheless a fact notorious in, and highly creditable to the Navy: it may truly be declared that no where upon earth is the celebration of Divine Worship performed with more decorum and solemnity than it is exhibited *afloat*. A ship of war's quarter deck upon a Sunday, wind and weather allowing church service, is a very sublime scene of manly devotion. Petulant and superficial scoffers, more prone to querulous and licentious calumny than qualified to judge with the solidity of reason, or by palpable conviction to be persuaded or converted, would do right to repair to so well conducted a ceremony, which would, perhaps, more astonish by its novelty than charm them with its dignity; these enterprising spirits, however, in general more bold and forward in the career of irreligious presumption, than conversant with a life of service and danger, may from the brave and hardy seaman learn a pious humility in the presence of their God, and a reverential demeanour at the celebration of his praise. In the course of twenty years it has been the writer's office and his pride to teach from the *Binnacle pulpit*, loyalty, good fellowship, and honesty, and he asserts that in the whole course of his service, he never failed to experience, from every man of every rank, attention and respect during the performance of worship, and attachment, esteem, gratitude, and honour at all other times.

Although, as has been before observed, it is not the design of these remarks to confine their effect to the claims of Chaplains, but

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that they have a different and wider view, and aspire to lay a sure and sound foundation for a useful reform in a point of the utmost consequence, yet it is no more than a justice due to the clerical character adverted to, to state, that, under the present Chaplain establishment, there is a very discouraging, not to say an unjust, demand upon them for an affidavit to entitle them to their half-pay. This affidavit runs in the following words:—

"This deponent, A. B. late Chaplain of his Majesty's ship ——— voluntarily maketh oath, that he hath not enjoyed any ecclesiastical living or preferment, under the Crown or otherwise, of the annual value of fifty pounds between the 1st January and 31st December," &c.

Thus, any man, after thirty years service, having the good fortune to attract the notice and regard of a friendly and benevolent patron, who is humanely solicitous to alleviate the wants, and comfort the infirmities of age, by giving a meritorious old servant of the public a benefice of fifty pounds a year, must instantly surrender his half-pay, about forty pounds a year, or refuse the living; the utmost the generously disposed patron therefore can do for the object of his esteem is to augment his income *ten pounds a year*.

It may, indeed, be urged, that a Chaplain after serving *four* years may get this half-pay; true, but if he serves forty years he will get no more; and in either case he will lose it, or must relinquish any preferment chance may offer him. What has patronage on shore to do with past service afloat?—Because he has served his God with piety, and his King with fidelity, on an element continually replete with danger, is he, after all, to be moored in *rotten-row* unvictualled? Is the bread he has honourably earned to be swallowed dry now his teeth are gone from grinding biscuit thirty years together? Is it to be swallowed dry, now when a generous friend wishes to moisten his last crusts with wine to console the evening of his life? Is it to be swallowed dry without one daily glass to the health of the King he loves? The veteran's once black coat is worn rusty and threadbare; deny him not the means to purchase a cloke that may hide his meanness and protect his tottering limbs from winter's cold: he has not lived in the uniform temperature of domestic indulgence; he has not reposed on village down; but, he has by turns exchanged the scorchings of Jamaica for the iron frost of Canada; the sun of the West Indies for the fog of Newfoundland; the bracing elasticity of Nova Scotia for the exhausting dissolution of India.

Were the preferment in question in the *gift of the Crown*, the case would be materially different, perhaps such a presentation would not be justly compatible with half-pay; but in common patronage, it is

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imagined, no sound reason can be shown why so oppressive an interference should injuriously prevail.

To the Nobleman at present presiding at the Admiralty Board, the thanks from the Chaplains are justly due, and they are cordially paid. His Lordship, with his natural and very considerate humanity, has established a most comfortable accommodation in the mode of receiving full pay upon service; but for the purpose of expressing this sense of gratitude, no mention would here have been made of these circumstances, as it is not the purpose of this plan so much to dwell on the affairs of the present Chaplains as to the projected institution of Chaplain Schoolmasters However, the preceding affidavit cannot be viewed in any other light than as an unmerited grievance; nor can it be considered as in any shape correspondent to that required from commissioned Officers, as it is materially different, from the opposite nature of the two professions.

This and many other disadvantages in addition to those already enumerated, would be removed by the adoption of the new system; aged servants would not be seen lamenting the narrow provision of their declining years, and young ones would have before them every incentive to stimulate their industry, every gratifying circumstance to render them satisfied with their situation, and every honourable motive to perseverance in a duty that will ultimately establish their reputation, and reward their hopes.

It is also intended to assert that the emulation amongst the disciples of the various Gun-room schools will be productive of the most beneficial consequences, and that the prevailing spirit of industrious application that will arise, will create a new æra in naval education; the inevitable and honourable distinction that will mark successful assiduity, and the infallible contempt that will stigmatize ignorance and indolence, will both ways operate to the most salutary and prosperous ends.

The human mind, and particularly the youthful mind, when it looks in vain for some encouraging object to invite and welcome its advances, sinks naturally into a lethargic torpor; but, at that amiable age, the love for science once animating the heart, its affection becomes ardent, glows with a generous attachment, and ends but with life.

The character to be now introduced into the scholastic chair of naval instruction, will exhibit in his precepts and lectures the object above alluded to—there will now be a standard to repair to; a conducting hand will no longer be wanting to lead our youth to the field of scientific glory; a precise and useful series of studies will be prosecuted; a systematic chain and succession of literary pursuits whose

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consequent attainments will be the rational and theoretical elucidation of the practice and duties upon deck.

Thus it will no longer be a subject of wonder to find a beardless geographer, a puerile astronomer, or a juvenile mariner; nor will the minds of his pupils thus embellished with the ornaments of learning be the less alive to, but on the contrary, more susceptible of the sacred impressions of religion; the man who is capable of displaying the brightness of mathematical truth in its purest demonstrations, will find ready hearers when he delivers the hallowed precepts of piety and the doctrines of salvation. Thus more and more indisputably is ascertained, the propriety and necessity of this connection, this indispensable union between two appointments which are comparatively useless in their separation; like learning and genius, they languish when divided, but combined, reciprocally aid each other, and flourish by mutual support.

Ego nec studium sine divite venâ,
Nec rude quid prosit video ingenium,
Alterius sic altera poscit opem res et conjurat amicè,
Without a genius learning soars in vain,
And without learning genius sinks again;
Their force united crowns the sprightly reign!

It will not be deviating altogether from the course of the present subject, to look a little beyond the precise limit of our plan. The present character of *general Europe*, is that of wonderfully scientific and industrious research; civilized states are emulating each other in rapid and rational investigations of truth and knowledge of every description. Amongst such blessed pursuits that adorn the conclusion of the present century, and will illuminate the approaching one with the bright rays of intellectual splendour, *the discoveries in nautical subjects*, if they do not positively take the lead in these honourable exertions, at least must be allowed to rank very highly in the scale of erudition and improvement. In a quarter of a century from the present time, in all probability, the advances in such knowledge, will, from the prevailing ardour of universal application, produce Officers in the various navies of Europe of a different description from those who have heretofore appeared in their respective services.

There is no reason to fear that English Officers will ever be left behind in an acquaintance with the principles and business of their profession, any more than that they will ever be equalled for spirit and gallantry in carrying the ships of their nation to battle and conquest; but the aim, the wish, the zealous wish of this little tract is to urge it as the pride and security of our service, that its Officers should be as competent to elucidate every theoretical problem of their art, as they will inevitably be conversant with practical evolutions.

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The daily and noble discoveries that mark the labours of the learned of the present day, the achievements in nautical Science and Astronomy, in Trigonometry, Hydrostatics as connected with seamanship, the operations of the compass, instruments for ascertaining longitudes at sea, and even the common periodical communications of geographical ephemerides, and other publications, indisputably ascertain the disposition for acquiring and imparting a reciprocity of information.

This short treatise and plan aspires to join and aid the general and glorious zeal by its humble and individual expression of grateful approbation, and its Author boasts at least a pardonable, if not a laudable, claim to direct the attention and application of our own Navy to such important objects.

The juvenile ambition and industry of such young minds as may select the sea as the scene of their conduct, will thus be placed under the guidance of rational instructors, who will feel a lively joy in the qualifications of their pupils and the respectable rank they will hold not only amongst the navigators, but also with the literati of Europe. The inevitable consequence of being under such adequate tuition, needs no better illustration than the finished character exhibited in the accomplishments of our *Sailor Prince*, who now bestows the influence of his patronage upon the science of naval architecture with as generous a zeal, as in the youthful moments of his professional career he devoted himself to professional attainments. The Royal Admiral will not disdain to recollect, that he has seen mathematical and liberal knowledge fully exemplified in the character of a *Sea Chaplain*, now deservedly enjoying his Highness's favour on shore.

It remains to observe that there are many reasons why every man in the service of his country, whether naval or military, should by exterior indications be distinguished as belonging to his particular class; on board of our ships of war it is much more requisite than appears to common observation: a prevailing colour of dress marks the Naval Service, and to this otherwise general description the Chaplain is the only exception; nearly an Idler by his appointment, he becomes almost a nondescript from his dress; but what cause can there be, that although an humble link of the great chain of service, he should not pass in the world with the outward proofs of appointment and station; surely his services, under their present form, imperfect as it is, merit something better than insignificance and indistinction; on the better principle of the plan now suggested he will have still stronger claim to external respectability; he messes with gentlemen, and associates with gentlemen, he is full as amphibious as an Officer of Marines, is as useful in his line as a soldier or sailor, and no more in the way than any other lubber in a gale of wind. Why then is he alone to strut the quarter-deck in sable uniformity, anomalous

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amongst classed particles, heterogeneous, preposterous, monstrous, and black *? As his character is at once *naval* and *clerical*, a dress emblematical of both professions, unaccompanied by a sword or any offensive weapon, is a necessary part of the new arrangement.

It must, after all, be confessed, that the plan of which, what now is written is only a kind of preface, is still in a crude and imperfect form; it is, notwithstanding, the result of a contemplation upon its practicability during many years service, although it is but now that the projector of it has committed it to paper; it is in fact no more than a shadow of a design; the communication with the Colleges must give it substance; weakly, and in its infancy, it solicits the strong arm of authority to hold it up to light and life.

To whomsoever the Board of Admiralty may confide the respectable and pleasing commission, as the honour of conferring with the Colleges must be, will do well to keep in mind the two grand sources of direction for his conduct in so considerable an undertaking, the Board of Admiralty, and the Universities.

Much is to be done in the two years of the three represented as requisite for the completion of this project; but, it is impossible to say how far the able assistance of qualified persons in the Universities may facilitate and expedite its accomplishment.

The object of the scheme may never be fulfilled; the author of it feels an ardent hope chastised by fear. Whatever may be its fate, much as he may deplore the failure of a plan the success of which he has much at heart, yet one consolation will cheer him through his life: he has done his duty. To the Navy, in which he has spent several years of his early life, he offers this humble tribute of grateful esteem; if his wishes for a reform in a very interesting point should be defeated, yet this expression of his hopes will likewise serve as a conveyance of his respect to his various and valued friends in a Service for which he ever felt and ever must feel the deepest regard.

To his Clerical Brethren he offers this slight sketch as a proof of his attachment to the interests of the Church; he submits it to their perusal under an impression that their candour will more applaud the object of the writer, than their judgment will descend to criticise the style in which he has conveyed his sentiments.

He has tried to steer between the two prominent points of his course; happy will he be to have hit the channel that leads to honest

* There is one circumstance in this *unique* distinction, this solitary exclusion, that is mortifyingly humiliating; it is a separation as unmerited as degrading from the right and convenience common to all other men in our Naval Service. Known by no exterior Badge of requisite rank, they can have no admission into, or passage through our dock-yards, but by sheltering themselves under the introduction of some commissioned Officer; and this is very troublesome (until they become known to the porters at the gates), while their respective ships are in harbour.

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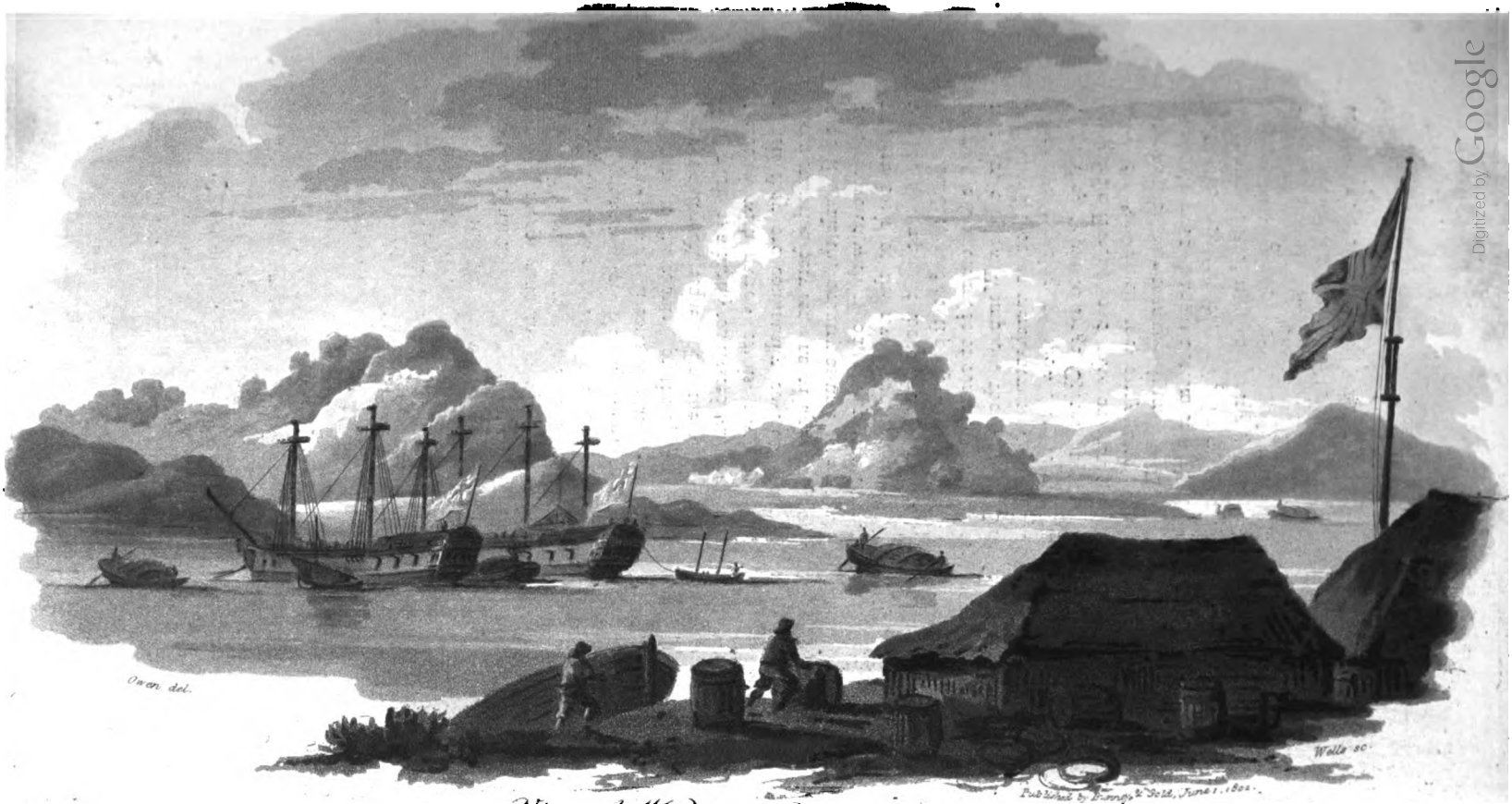

View of Wampoon China

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fame and public service; but, if *plain sailing* will not bring him to his port he is not navigator enough to work by *Traverse*; the Board of Admiralty and the Colleges are the Head Lands, under which this little Skiff may find shelter and safety; but on those very points a violent *on shore wind* may drive his poor bark to perdition!

Westminster, 1st Aug. 1799. JOSHUA LARWOOD.

DESCRIPTION OF PLATE LXXXIX.

ACCOUNT OF WAMPOOH, IN CHINA.

WAMPOOH is a small but populous village, pleasantly situated on the eastern bank of the Pe-kiang river, about twenty miles below the city of Canton. The adjacent country on that side of the river is flat and swampy, laid out in paddy or rice fields, and thinly wooded, except near the village, which is surrounded with high trees. The village is built of a shining red-brick, which appearing through openings in the little gardens that are attached to each house, presents a very pleasing landscape. These gardens are plentifully stocked with all sorts of fruit and vegetables common in China. The face of the country on the opposite side of the river is mountainous and picturesque. On the western bank, directly opposite to Wampooh, is a highly cultivated vale, crowded with villages, and intersected with narrow canals, navigable only for large boats, with which they are continually covered, and by which all commercial communication between one village and another is carried on. Beyond this vale the country assumes the varied aspect of hill and dale, partly covered with wood, and partly clothed in verdure. On the western bank of the river, and about a mile above Wampooh, is a pagoda, or temple, of about 100 feet in height, raised upon a narrow base, and decorated at the top with figures of various animals, according to the Chinese mode of constructing that sort of edifice. About half a mile below Wampooh, the English East India ships, and all the other European merchantmen, lie at anchor; the Government of China not choosing to allow them to proceed farther up the river. Here they deliver to large Chinese boats the articles of trade they bring from Europe, and take on board the cargoes of tea, China ware, &c. &c. which they carry home. The river at this place, is somewhat broader than the Thames at Woolwich. The anchorage is extremely good, being a bottom of stiff clay. The depth of water at low ebb is six fathoms. To the west, south-west, and south, the ships are sheltered from the strong gales of wind that blow from these quarters during the months of July, August, and September, by two high islands, which are situated on the western bank of the river, and extend from west to south nearly a mile and a half, the southernmost of them terminating in a low promontory, and almost

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shutting in the river on that side; so that the part of the river where the ships lie, has something of the appearance of a harbour. These islands have been named by the English sailors, Diamond Island and Dean's Island. The former is the nearest to Wampoah; it is of a round shape, and the land being hilly and irregular, covered with a fine verdure, interspersed throughout with trees of a thick and beautiful foliage, gives it an extremely pretty appearance. Dean's island is separated from the other by a narrow strait. It is of an oblong shape, equally hilly and verdant with Diamond island, but not so well wooded. On the east bank of the river, immediately opposite to the ships, are a few wooden store-houses, called *Bankshalls*, which the Captains of the English ships have been permitted to build, for the convenience of landing their stores to dry, repairing their sails, cordage, &c. These store-houses are half a mile from the village of Wampooh, with which, however, neither the private sailors, nor the Officers of the ships, are allowed to have any communication whatever. Fresh provisions, consisting of excellent beef and mutton, poultry, and a great variety of vegetables and fruits, in the greatest abundance, are brought from the village to the ships every morning, by Chinese boats, one or two of which are hired to attend each ship. Besides these regular boats, there are a vast number of smaller ones which ply the river the whole day, and come alongside the ships with a variety of small articles of merchandise. All these boats are covered, and are both skulled and rowed; some of the smaller ones are skulled by women, who come along side of the ships, to get the seamens' clothes to wash, which are handed to them through the port-holes, for these women will not on any account go on board. These people, both men and women, live entirely on the water, and have no other habitation than their boats, in which they live, and rear their children in great comfort, though not in the most cleanly manner. Most families, however, have a large boat and a small one; and the large boat, which is their habitation, is anchored close to the bank of the river, and is seldom moved unless to go on some distant excursion. But the poorest families have only their small boat, and this boat is so easily managed, that when the master of the family has occasion to go on shore on business, the women skull themselves; and it is a common thing to see a woman skulling alone, with an infant of a few weeks old slung in a handkerchief, on her back, and proceeding down the river with great velocity. The people who thus live on the water are of a darker colour than the rest of the Chinese. Besides the boats we have described, there are a great many large sailing vessels, constantly passing up and down the river. So that, upon the whole, the village of Wampooh, and the surrounding country, form a very picturesque, interesting, and lively scene.

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APPENDIX

TO THE

BIOGRAPHICAL MEMOIRS OF

THE LATE LORD VISCOUNT KEPPEL,

ADMIRAL OF THE WHITE SQUADRON.

An Account of the TRIAL, *to which is subjoined all the principal Official Documents relative thereto.*

THE peculiar interest with which an account of this memorable Trial must ever continue to be read by every British seaman, has induced us to step beyond our usual limits in the following Abstract, and to omit nothing that tended to elucidate so extraordinary an occurrence; so that the Navy will now for the first time be presented at one view with a complete account of the LIFE and TRIAL of this distinguished Officer.

ON the 7th of January, the signal was made for all the Admirals and Captains of his Majesty's fleet, to come on board the Britannia, in Portsmouth harbour. When they were assembled, the names of the Admirals and Captains on board, according to their rank and seniority, were called over by George Jackson, Esq. the Judge-Advocate, till a sufficient number answered to their names to compose the Court, those being passed over who had been summoned to give evidence on the trial. This being objected to by the Hon. Captain Walsingham, the Judge-Advocate read the following case, and the opinion of his Majesty's Attorney and Solicitor General, and Mr. Cust, thereon, to the Court:—

The 22d of Geo. II. chap. 33 sect. 11. enacts, "That from and after the 25th day of December, 1749, it shall be lawful for the said Lord High Admiral of Great Britain, or the Commissioners for executing the office of Lord High Admiral of Great Britain for the time being, and they are hereby respectively authorized from time to time, as there shall be occasion, to direct any Flag Officer or Captain of any of his Majesty's ships of war, who shall be in any port of Great Britain or Ireland, to hold Courts Martial in any such port, provided such Flag-Officer or Captain be the first, second, or third in command, in such port as shall be found most expedient and for the good of his Majesty's service; and such Flag-Officer or Captain, so directed to hold Courts Martial, shall preside at such

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Court Martial, any thing herein contained to the contrary notwithstanding." Sect. 12. "That from and after the 25th of December 1749, no Court Martial to be held or appointed by virtue of this present act shall consist of more than thirteen, or of less than five persons, *to be composed of such Flag-Officers, Captains, or Commanders then and there present, as are next in seniority to the Officer who presides at the Court Martial.*"

Notwithstanding the words in Italic in the 12th section, the usage at Courts Martial has been, for Officers who have given evidence at the trials, not to sit as members of the Courts; although they were senior to others who sat, and consequently would have sat as members if they had not been examined as witnesses.

The Lords Commissioners of the Admiralty having lately received a complaint in writing, charging an Officer of rank in the Royal Navy with one of the offences specified in the Articles of War, which are created and set forth by the above mentioned act of Parliament; their Lordships have, therefore, thought fit to issue their order, or warrant in writing, to Admiral Sir Thomas Pye, at Portsmouth, requiring him forthwith to assemble a Court Martial for the trial of the said Officer. And it having been suggested to their Lordships that several Officers and Commanders of the King's ships at Portsmouth (who, on account of their seniority, must sit as members of the said Court-Martial, if the letter of the 12th section in the said act is conformed to), will be summoned as witnesses, either in support of the charge, or in behalf of the accused.

You are, therefore, requested to advise their Lordships, whether in case such senior Officers should be called upon to give evidence at the trial, they may likewise sit as members of the Court Martial? and also,

Whether the Court can be legally held without the senior Officers (who shall happen to be called upon to give evidence), in case it is necessary for their juniors to sit as members, in order to make up the number required by the statute to constitute a Court?

"The usage of the service is very material upon this case, for Naval Courts Martial are evidently considered in the statutes concerning them, as known and established Courts, consequently in matters not especially provided for, the settled course of proceedings must have great weight. That the characters of witness and judge are not consistent, is very obvious; and though in the common law of England there is no challenge to a judge, yet in the only instance we know where judges were called upon to give evidence in a criminal case [*Kelyng's Rep.* 12.], it is observed, that they sat no more during

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that trial. By a strict and literal construction of the statute of the 22d Geo. II. chap. 33. sect. 12. neither the prosecutor nor the prisoner, would cease to be judges. But this construction would be absurd, and the act must from common sense admit, as the usage is, that Officers to whom there is a just ground of exception, or who have a just ground of excuse, shall not be included in the number of those of whom the Court is to be composed; consequently if any Officer entitled by his rank to sit, is either prosecutor, party, or witness, the person next in seniority must supply his place, and the Court so composed, will be legally held according to the intent of the act.

" A. WEDDERBURNE,
" J. WALLACE,
" F. C. CUST."

Then the Judge-Advocate read the order sent by the Lords of the Admiralty, to Sir Thomas Pye, Admiral of the White, to hold the Court-Martial, dated the 31st of December, 1778, signed Sandwich, T. Buller, Lisburne; and for adjourning to the Governor of Portsmouth's house.

The following members were then sworn, agreeable to act of Parliament.

Sir Thomas Pye, Admiral of the White, President,

Matthew Buckle, Esq. Vice-Admiral of the Red,	Marriot Arbuthnot, Esq. Rear-Admiral of the White,
John Montague, Esq. Vice-Admiral of the Red,	Robert Roddam, Rear Admiral of the White,
Capt. M. Milbanke,	Capt. William Bennet,
—— Francis Samuel Drake,	—— Adam Duncan,
—— Taylor Penny,	—— Philip Boteler,
—— John Mourtray,	—— James Cranston.

Then the Judge-Advocate was sworn not to disclose or discover the opinion of any particular member of the Court Martial, unless thereunto required by act of Parliament.

The Court was then adjourned to the house of the Governor of Portsmouth, when the President desired the Judge-Advocate to read the charge.

The Judge-Advocate then read Sir Hugh Palliser's letter to Philip Stephens, Esq. Secretary to the Admiralty, dated London, the 9th of December, 1778, desiring the Lords Commissioners of the Admiralty to order a Court Martial to be held for the trial of the Hon. Augustus Keppel, Admiral of the Blue, for misconduct and neglect of duty on the 27th and 28th of July, 1778, as mentioned in

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the inclosed paper containing the charges against him. The charge was then read as follows:—

A Charge of Misconduct and Neglect of Duty against the Hon. AUGUSTUS KEPPEL, *Admiral of the Blue, on the 27th and 28th of July, 1778, in divers Instances, as under mentioned.*

1. That on the morning of the 27th of July, 1778, having a fleet of thirty ships of the line under his command, and being then in the presence of a French fleet, of the like number of ships of the line, the said Admiral did not make the necessary preparations for fight, did not put his fleet into a line of battle, or in any order proper either for receiving or attacking an enemy of such force; but on the contrary, although his fleet was already dispersed and in disorder, he by making the signal for several ships of the Vice-Admiral of the Blue's division to chase to windward, increased the disorder of that part of his fleet, and the ships were in consequence more scattered than they had been before; and whilst in this disorder he advanced to the enemy and made the signal for battle.

That the above conduct was the more unaccountable, as the enemy's fleet was not then in disorder, nor beaten, nor flying, but formed in a regular line of battle on that tack which approached the British fleet (all their motions plainly indicating a design to give battle), and they edged down and attacked it whilst in disorder; by this unofficer-like conduct, a general engagement was not brought on, but the other Flag-Officers and Captains were left to engage without order or regularity, from whence great confusion ensued, some of his ships were prevented getting into action at all, others were not near enough to the enemy, and some from the confusion fired into others of the King's ships, and did them considerable damage, and the Vice-Admiral of the Blue was left alone to engage singly and unsupported. In these instances the said Admiral Keppel negligently performed the duty imposed on him.

2. That after the van and center divisions of the British fleet passed the rear of the enemy, the Admiral did not immediately tack and double upon the enemy with those two divisions, and continue the battle, nor did he collect them together at that time, and keep so near the enemy as to be in readiness to renew the battle, as soon as it might be proper; but on the contrary he stood away beyond the enemy to a great distance before he wore to stand towards them again, leaving the Vice-Admiral of the Blue engaged with the enemy, and exposed to be cut off.

3. That after the Vice-Admiral of the Blue had passed the last of the enemy's ships, and immediately wore and laid his own ship's head

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towards the enemy again, being then in their wake and at a little distance only, and expecting the Admiral to advance with all the ships to renew the fight, the Admiral did not advance for that purpose, but shortened sail, and hauled down the signal for battle; nor did he at that time, or at any other time whilst standing towards the enemy, call the ships together in order to renew the attack, as he might have done, particularly the Vice-Admiral of the Red, and his division, which had received the least damage, had been the longest out of action, were ready and fit to renew it, were then to windward, and could have bore down and fetched any part of the French fleet, if the signal for battle had not been hauled down, or if the said Admiral Keppel had availed himself of the signal appointed by the thirty-first article of the Fighting Instructions, by which he might have ordered those to lead who are to lead with the starboard tacks on board by a wind, which signal was applicable to the occasion for renewing the engagement with advantage, after the French fleet had been beaten, their line broken, and in disorder. In these instances he did not take the utmost in his power to take, sink, burn, or destroy the French fleet that had attacked the British fleet.

4. That instead of advancing to renew the engagement, as in the preceding articles is alleged, and as he might and ought to have done, the Admiral wore and made sail directly from the enemy, and thus he led the whole British fleet away from them, which gave them an opportunity to rally unmolested, and form again into a line of battle, and to stand after the British fleet; this was disgraceful to the British flag, for it had the appearance of a flight, and gave the French Admiral a pretence to claim the Victory, and to publish to the world that the British fleet ran away, and that he pursued it with the fleet of France, and offered it battle.

5. That on the morning of the 28th of July, 1778, when it was perceived that only three of the French fleet remained near the British, in the situation the whole had been in the night before, and that the rest were to leeward at a greater distance, not in a line of battle but in a heap, the Admiral did not cause the fleet to pursue the enemy, nor even to chase the three ships that fled after the rest; but on the contrary, he led the British fleet another way, directly from the enemy.

By these instances of misconduct and neglect, a glorious opportunity was lost of doing a most essential service to the State, and the honour of the British Navy was tarnished.

When the evidence on the part of the prosecutor (which lasted to the 30th of January), was gone through, the Admiral opened his defence with the following speech:—

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The Speech of the Hon. AUGUSTUS KEPPEL, *before the Court Martial, in opening his Defence, Jan.* 30, 1779.

" *Mr. President, and Gentlemen of the Court,*

" I AM brought before you after forty years service, on the charge of an Officer under my command, for a variety of offences, which, if true or probable, would be greatly aggravated by the means I have had, from a long experience, of knowing my duty, and by the strong motives of honour which ought to have incited me to perform it to the very utmost extent of my ability.

" Sir Hugh Palliser, an Officer under my orders, conceives that I have acted very irregularly and very culpably in the engagement with the French fleet on the 27th of July last; so very irregularly, and so very faultily, that I have tarnished the lustre of the Navy of England.

" Possessed with this opinion, on our return to port after the action, he has a letter from the Lords of the Admiralty put into his hands, giving me, in the most explicit terms, his Majesty's approbation for a conduct which he now affects to think, deserves the utmost disapprobation, and the severest censure; and he, with the other Admirals and Captains of the fleet, to whom it was likewise communicated, perfectly acquiesces in it.

" With the same ill opinion of my conduct in his bosom, he goes to sea again under my command; he goes to sea under me without having given the least vent to his thoughts, either by way of advice to myself, or of complaint to our common superiors.

" He afterwards corresponds with me on terms of friendship, and in this correspondence he uses expressions which convey a very high opinion of my disinterestedness, and of my zeal for the service.

" After all this I come home, I am received by his Majesty with the most gracious expressions of favour and esteem; and I am received in the most flattering manner by the First Lord of the Admiralty.

" Several weeks past, when at length, without giving me any previous notice, the Board of Admiralty send me five articles of charge, on which they declare their intention of bringing me to my trial; these charges are brought by Sir Hugh Palliser, who nearly at the same time publickly declared, that he had taken this step from an opinion, that he himself lay under an imputation of disobedience to my orders, and that this imputation was countenanced by me. I may say without the least hesitation, that if I should be censured on such a charge (which in this Court, and with my cause, I think impossible), there is an end of all command in the Navy. If every subordinate Officer can set up his judgment against that of his Com-

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mander in Chief, and after several months of insidious silence, can call him to trial whenever he thinks it useful for the purpose of clearing away imputations on himself, or in order to get the start of a regular charge, which he apprehends may possibly be brought on his own conduct, there can be no service.

"If the charges of my accuser could be justified by his apprehensions for himself, he has taken care to prove to the Court that he had very good reason for his fears; but if these charges are to be considered as supported upon any rational ground, with regard to the nature of the offence, or any satisfactory evidence with regard to the facts, as against me, he makes that figure, which, I trust in God, all those who attack innocence will ever make.

"In your examination into that judgment, which my Officer, in order to depreciate my skill and to criminate my conduct, has thought proper to set up against mine, you have very wisely, and according to the evident necessity of the case, called for the observations and sentiments of all the Officers who have served in the late engagement, so far as they have been brought before you by the prosecutor, I take it for granted you will follow the same course with those that I shall produce. If this should not be done, an accuser (according to the practice of mine), by the use of leading questions, by putting things out of their natural order, by confounding times, and by a perplexing interrogatory concerning an infinite number of manœuvres and situations, might appear to produce a state of things directly contrary to the ideas of those who saw them with their own eyes. I am astonished, that when an Officer is accused by another of crimes, which, if true, must be apparent to another of very ordinary observation and understanding, that any witness should, on being asked, refuse to declare his free sentiments of the manner in which the matters to which he deposes have appeared to him. I never wished that any gentleman should withhold that part of his evidence from tenderness to me; what motives the accuser had for objecting to it, he knows.

"The plainest and fullest speaking is best for a good cause. The manifest view and intention that things are done with, constitute their crime or merit. The intentions are inseparably connected with the acts, and a detail of military or naval operations, wholly separated from their design, will be nonsense. The charge is read to a witness, as I apprehend, that he may discern how the facts he has seen agree with the crimes he hears charged. Otherwise I cannot conceive why a witness is troubled with that reading. The Court can hardly enter into the matter without such information; and the world, out of our profession, cannot enter into it at all. These questions, I am

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informed, are properly questions of fact, and I believe it; they are perfectly conformable to the practice of Court Martials; but if they were questions to mere opinion, yet the Court, not the witness, is answerable for the propriety of them. Masters have been called here by the prosecutor (and the propriety not disputed), for mere opinions concerning the fact of chasing on a lee shore. In higher matters, higher opinions ought to have weight; if they ought, there are none more capable of giving the Court information than those who are summoned here, for I believe no country was ever served by Officers of more gallantry, honour, ability, and skill in their profession.

"You are a Court of honour as well as of strict Martial Law. I stand here for my fame, as well as for my life, and for my station in the Navy. I hope, therefore, that in a trial, which is not without importance to the whole service, you will be so indulgent as to hear me with patience, while I explain to you every thing that tends to clear my reputation as a man, as a seaman, and as a Commander. I will open it to you without any arts, and with the plain freedom of a man bred and formed as we all are.

"As I am to be tried for my conduct in command, it is proper I should lay before you my situation in that command, and what were my motives for the several acts and orders, on account of which I stand charged. I must beg leave to make some explanation of these before I enter upon the accusations article by article.

"To the five special articles of the Charge, you may depend upon it, I shall give full, minute, and satisfactory answers, even on the narrow and mistaken principles on which some of them are made. But I beg leave to point out to you, that there is a general false supposition that runs through the whole; in censuring me for misconduct and neglect of duty, my accuser has conceived very mistaken notions of what my duty was, and on that bad foundation he has laid the whole matter of his charge.

"I think myself particularly fortunate in being able to make out by evidence, at this distance of time, with so much exactness as I shall do, the various movements which were made or ordered in the action of the 27th of July; it is a piece of good fortune which cannot often happen to a Commander in Chief in the same circumstances. In an extensive naval engagement, and in the movements preparatory to it, subordinate Officers, if they are attentive to their duty, are fully employed in the care of their own particular charge, and they have but little leisure for exact observation on the conduct of their Commander in Chief; it is their business to watch his signals, and to put themselves in a condition to obey them with alacrity and effect. As they are looking towards one thing, and he is looking towards an-

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other, it is always a great chance whether they agree, when they come to form an opinion of the whole.

"You are sensible, Gentlemen, that one of the things which distinguish a Commander in Chief, is to know how to catch the proper moment for each order he gives. He is to have his eye on his enemy; the rest ought to have their eyes on him. If those subordinate Officers who are inclined to find fault with him, do not mark the instant of time with the same precision which he does, their judgment will often be erroneous; and they will blame where perhaps there is the greatest reason for commendation.

"Besides it must be obvious, when we consider the nature of general engagements, that in the multitude of movements that are made, and the variety of positions in which ships are successively found, with regard to one another, when in motion over a large space (to say nothing of the smoke), things scarcely ever appear exactly in the same manner to any two ships. This occasions the greatest perplexity and confusion, that go abroad, and sometimes produces absolute contradictions between different relators, and that too without any intentional fault in those who tell the story. But wherever the Commander in Chief is placed, *that* is the centre of all the operations; that is the true point of view from which they must be seen by those who examine his conduct; because his opinion must be formed, and his conduct regulated by the judgment of his eye, upon the posture in which *he* sees his object, and not from the view in which another in a different, and perhaps distant, position has of them; and in proportion as he has judged well or ill upon that particular view, taken from that particular position (which is the only point of direction he can have), he deserves either praise or censure.

"On these principles I wish my manœuvres to be tried, whether the proper consideration is, whether they have been unskilfully considered, or, as the Charge expresses it, in an unofficer like manner. But my reasons for preferring any one step to another, stand upon different grounds; all that he charges as negligence was the effect of deliberation and choice, and this makes it necessary for me to explain as fully as I think it right to do, the ideas I acted upon.

"I am not to be considered in the light in which Sir Hugh Palliser seems to consider me, merely as an Officer with a limited commission, confined to a special military operation, to be conducted upon certain military rules, with an eye towards a Court Martial for my acquittal or condemnation, as I adhered to those rules, or departed from them. My commission was of a very different sort. I was entrusted with ample discretionary powers for the immediate defence

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of the kingdom. I was placed, in some sort, in a political as well as a military situation; and though, at my own desire, for the purposes of uniformity and secrecy, my instructions came to me through the Admiralty alone, yet part of them originated from the Secretary of State, as well as from the Board. Every thing I did as an Officer was solely subservient and subordinate to the great end of the national defence. I manœuvred, I fought, I put to sea, I returned to port, just as it seemed best to me for the purpose of my destination. I acted on these principles of large discretion, and on those principles I must be tried. If I am not, it is another sort of Officer, and not one with my trust and my powers that is on trial.

"It is undoubtedly the duty of every sea Officer, to do his utmost to take, sink, burn, and destroy the enemy's ships wherever he meets them. Sir Hugh Palliser makes some charge on this head, with as little truth, reason, or justice, as on any of the others. He shall have a proper answer in its proper place, that is, when I come to the articles. But in justice to the principles which directed me in my command, I must beg leave to tell you, that I should think myself perfectly in the right, if I omitted that destruction of ships in one, in two, or in twenty instances, if the pursuit of that object seemed to me detrimental to matters of more importance, otherwise it would be a crime for a Commander entrusted with the defence of the kingdom, to have any plan, choice, or foresight in his operations; I ought to conduct myself, and I hope I did, in each particular, by my judgment of its probable effect on the issue of the whole naval campaign, to which all my actions ought to have a relation. Without attending to that relation, some particulars of my conduct on the 27th and 28th of July, cannot appear in the light which I imagine they are fairly entitled to, and some circumstances of my lenity towards Sir Hugh Palliser, will incur a censure they do not deserve.

"I have reflected again and again on that business, and if I were to be once more in that situation, I am persuaded that I should act in all respects very much in the same manner. I have done my best and utmost; not merely to comply with an Article of War (I should be ashamed that such a thing, at such a time, could have engaged my thoughts), but to defend the kingdom; and I have reason to thank God, that whatever obstructions I met with in the service, or whatever slanders or accusations have followed me afterwards, the kingdom has been defended.

"My capacity may be unequal to the trust which was placed in me. It is certainly very unequal to the warm wishes I have ever felt for the service of my country. Therefore, if I had intrigued or solicited the command, or if I had bargained for any advantage on

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accepting it, I might be blamed for my presumption. But it came to me intirely unsought, and on accepting it, I neither complained of any former neglect, nor stipulated for any future gratification.

"It is upwards of two years ago, that is, in November 1776, that I received a message from Lord Sandwich, brought to me by Sir Hugh Palliser, that the appearance of foreign powers in our disputes, might require a fleet at home, and that he had his Majesty's order to know whether I would undertake the command. I said, that I was ready to attend and give my answer in person to the King.

"Being admitted into the closet, I gave such an one as seemed satisfactory to his Majesty; and having delivered my opinions with openness, I ended with a declaration of my willingness to serve him, in the defence of this country and its commerce, whenever I should be honoured with his commands, and as long as my health permitted.

"The appearance on the part of foreign powers not continuing (I suppose) to give so much alarm, I heard no more of the command from November 1776, to February or March 1778. At that time I had hints conveyed to me that I might soon be wanted. I was as ready then to obey the King as I had been sixteen months before, and when required to serve, I had two or three audiences of his Majesty before I left London finally to hoist my flag. I must remark, that I took the freedom to express to his Majesty, that I served in obedience to *his* commands; that I was unacquainted with his Ministers, as Ministers; and that I took the command as it was, without making any difficulty, and without asking a single favour, trusting to his Majesty's good intentions, and his gracious support and protection.

"Circumstanced as I was, I could have no sinister and no ambitious views in my obedience. I risked a great deal, and I expected nothing. Many things disposed me rather to seek my ease than any new employment, and gave me a very natural reluctance to put a situation so difficult to mend, to any new hazard.

"That hazard, Gentlemen, is very great to a Chief Commander who is not well supported at home; the greater the command, and the larger the discretion, the more liable the Commander is, in the course of service, to hasty, ignorant, envious, or mutinous objections on his conduct; and if he has not a candid, an equitable acceptance of his endeavours at home, his reputation may be ruined, his successes will be depreciated, and his misfortunes, if such should befal him, will be turned into crimes. But the nation was represented to me, by those who ought best to know its condition, as not in a very secure state. Although my forty years endeavours were not marked by the possession of any one favour from the Crown except that of

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its confidence in time of danger), I could not think it right to decline the service of my country.

" I thought it expedient to lay before you a true state of the circumstances under which I took the command, that you might see, that if I am that incapable and negligent Officer which this Charge represents me, I did not intrude myself into command; that I was called to it by the express orders of my Sovereign; that these orders were conveyed to me by his Chief Minister of the Marine, with great seeming concurrence and approbation; that the messenger (who also appeared to be perfectly pleased with his errand), was no other than Sir Hugh Palliser, my accuser; who ought to have been a judge of my ability from a very long acquaintance; and that lastly, this was no matter of surprise and hurry, since they had sixteen months time to consider and canvas my fitness for a great discretionary trust, before they placed it in my hands.

" If I gave no just cause of doubt about my real character before my appointment, I gave as little cause of uneasiness afterwards. From the moment of my taking the command, I laid down to myself one rule, which, in my opinion, where there are honest intentions on all sides, does more to ensure success to service, than almost any other that can be conceived, which was, " *To make the best of every thing.*" The whole fleet will bear me witness that it was not my custom to complain, though it is generally thought good policy to be very exact by way of precaution. If any thing was defective, I stated it in confidence and good humour to the First Lord of the Admiralty. I received my supplies with acknowledgment; what could not be helped I concealed; I made no noise; nor encouraged, much less excited, any murmurings in or out of the fleet.

" I corresponded with the noble Earl at the head of the Admiralty, and I did every thing with reference to him exactly in the same way as if my best and dearest friends were in that department. Having none but the plainest intentions, I was much more willing to take any blame upon myself than lay it upon those who sent me out, or on those who served under me; I was open and unguarded; in general I studied my language very little, because I little suspected that traps would be laid for me in my expressions, when my actions were above reproach.

" I very soon found how necessary it was for one in my situation to be well supported by office. On my first going to Portsmouth, which was in March last, I was made to believe, that I should see a strong and well-appointed fleet ready for sea. An opinion of that kind was circulated very generally. There were not more than six ships of the line assembled, and in any condition to go upon service;

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of them, all I shall say is, that on reviewing them with a seaman's eye, they gave me no pleasure. Whilst I continued at Portsmouth, I believe four or five more arrived. I returned to town without making any noise. I represented amicably this state of things. I was told that ships were collecting from other parts and from sea; and I must say, that time forward, great diligence was used; as much, I believe, as was possible. If there had not we never could have sailed, even with the force we went out with.

"On the 13th of June, I set sail from St. Helens with twenty ships of the line, well enough equipped, that is, neither of the best nor the worst I had seen. I was hardly on my station when a new occasion occurred, to show me how much a Commander, entrusted as I was, must take upon himself; how much he must venture on his own discretion, and how necessary it is for him to have a proper support. The circumstance of my falling in with the French frigates, Pallas and Licorne, and of the chase and the engagement with the Belle Poule (so honourable to Captain Marshall), are fresh in your memories. I undertook the affair at my own risk. War had not been declared, nor even reprisals ordered. My situation was singular, I might be disavowed, and a war with France laid to the account of my rashness. There was not wanting some discourse of that tendency amongst people whose opinions are of moment.

"I represented what I had done; and to this hour I have not received one syllable of direct or official approbation of my conduct.

"I found, however, that the taking of the ships was important to the State; the papers I found in them, and the intelligence I received by that means, filled me with the most serious apprehensions. I was on the enemy's coast with twenty sail of the line, there were thirty-two in Brest road and Brest water, and frigates more than treble my number.

"My orders to sail with twenty ships could not have been upon a supposition of my having to deal with a superior force.

"I know what can be done by English Officers and English seamen, and I trust to it as much as any man. I should not be discouraged by some superiority against me in ships, men, and metal, but I have never had the folly to despise my enemy. I saw that an engagement under such circumstances of decided superiority on the part of France, would hazard the very being of this kingdom. If our fleet should be destroyed, it was evident that the French must become masters of the sea, for that campaign at least; whether we could ever repair the loss is not very clear to me, when I consider the state of our naval stores at that time, and the extreme difficulty of a supply as long as the French should continue superior in the Channel.

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" It is impossible to say to what such a calamity might not lead: I was filled with the deepest melancholy I ever felt in my life. I found myself obliged to turn my back on France, but I took my resolution. I again risked myself on my own opinion. I quitted my station; my courage was never put to such a trial as in that retreat; *but my firm persuasion is, that the country was saved by it.* Those in power, who must have understood the state of the fleet and of the kingdom, were the best able to discern the propriety of my conduct. But I was permitted to go out again in the same important command, very unworthy of the trust if I had done amiss; very deserving of commendation and thanks, if, at my own risk, I had preserved the country from no slight danger; one or other of these was certainly the case; but the fact is, that I was continued in the command, but did not then receive, nor have I yet received, any more than I had on the former occasion of taking the French ships, one word of official approbation.

" All these discouraging circumstances did not abate the zeal I felt for the safety of my country, or disgust me with its service, or disturb my temper. On my return to Portsmouth, I made no complaint; I did every thing to stifle discontent and to get forward for sea again, without divulging the true situation of affairs, although I found myself in publications, which are considered as countenanced by Authority, most grossly abused, and threatened with the fate of Admiral Byng.

" I had returned to Portsmouth on the 27th of June, and on the 9th of July, finding my fleet made up to twenty-four ships of the line, with four frigates and two fireships, I sailed again in obedience to my instructions, trusting to such reinforcement as I was given to expect would join me at Plymouth, off the Lizard, and at sea; by several reinforcements of ships, manned as the exigency would permit, the fleet was made up to thirty sail of the line. After this, although I was much short of a proportionable number of frigates, and must naturally be subject to many inconveniences from that want, I had, on the whole, no just cause for uneasiness. The greatest part of the ships were in good condition, and well appointed, and where any thing was wanting, the zeal of the Commanders abundantly supplied it.

" The appearance of the French fleet confirmed the ideas upon which I had returned to Portsmouth; for on the 8th of July, the day before I left St. Helen's, they sailed out of Brest thirty-two sail of the line. On the 23d, the fleets of the two nations first came in sight of each other. I believe the French Admiral found me much stronger than he expected; and from thence he all along showed, as

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I conceived, a manifest disinclination to come to an engagement. I do not say this as meaning to call his courage in question, very far from it; I am certain that he is a man of great bravery, but he might have many very reasonable motives for avoiding a decisive action.

"Many objects of the French, and those very important, might be obtained without a battle. On my part I had every motive which could make me earnest to bring it on, and I was resolved to do so whenever and by whatever means I could.

"I should be criminal indeed if I had not, for I had every motive for desiring to press on an action; the greatest body of the British trade was then on its return home. Two East India and two West India fleets, of immense value, were hourly expected; from the course it was probable they would hold, and from the situation of the French fleet, they might be taken in my sight without a possibility of my preventing it. Besides this, I know that two fleets, where one of them chooses to decline battle, may be for a long time near one another, without any means of bringing on an engagement.

"I cannot be certain whether the account I have read be quite exact; but it should appear by that account, that in the reign of King William, Admiral Russel continued for two months almost in the daily view of the French fleet, without having it in his power to fight them; I do not think the thing at all impossible. I had also other reasons for the greatest anxiety to bring on an engagement upon any terms that I could obtain it.

"These reasons are weighty, and they are founded in my instructions. I gave notice to the Admiralty, that I might find it useful to my defence to produce those instructions on my trial. They communicated to me his Majesty's pleasure thereupon, and informed me that they could not consent that my instructions should be laid before my counsel, or be produced at the Court Martial. I was much surprised at this answer, as I conceived those who were much better judges than I could be with matters of State, could never have thought of putting me in a situation which might compel me, in my defence, to produce the instructions under which I acted, when at the same time they meant to refuse me the fair and natural means of my justification. It is my undoubted right, if I think proper, to avail myself of them. On former trials they have been generally sent down with the accusation, that the conduct of the Admiral might be compared with his instructions. But leaving the Admiralty to reflect on the propriety of their conduct, it is my part to take care of my own. I have always been willing to run any hazard for the benefit of the State. I shall not produce those instructions, I have not even showed

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them to my counsel, nor communicated their contents. But my declining to make use of my own rights cannot, in a like case hereafter, affect the right of any other man. The world will judge of the wisdom and equity of ordering trials under such circumstances.

"On the 27th of July, I came to an action with the French; they were beaten and obliged to retire into their own port. No one can doubt but a Commander in Chief, who is to reap the principal share of the glory, will be earnest to have his victory as complete as possible. Mine *did not* answer to my wishes, nor to my just expectations. I was fully resolved to renew the engagement; why it was not renewed, will appear when I come to the particulars of the Charge.

"As to my conduct after the engagement, I might have pursued a fruitless and a most hazardous chase of some few ships (I know not to this hour, with certainty, what they were, nor does my accuser); if I had had my mind filled with notions unworthy of my station, I might easily have paraded with my shattered fleet off the harbour of Brest. I chose rather to return to Plymouth with all expedition to put myself once more in a condition to meet the enemy, and defend the kingdom. But on my return I took care to leave two men of war of the line on a cruise to protect the trade. By the vigilance of the Commanders, and the happy effect of the late advantage, the expected fleets all came in safe.

"At Plymouth I lost no time, and omitted no means of putting myself in a state fit for action. I did every thing to promote an unanimous exertion; and I found my endeavours well seconded by all the Admirals and Captains of the fleet. This benefit I acquired by avoiding a retrospect into the conduct of the Vice-Admiral of the Blue; for if I had instituted an inquiry or trial, it would have suspended the operations of the whole fleet, and would have suspended them in the midst of the campaign, when every moment was precious, and the exertion of every Officer necessary. The delay which the present Court Martial has occasioned to the service, even at this time, is evident to all the world. How much more mischievous would it have been at that period? I was sensible of it, or rather, to speak more correctly, my mind was so fully taken up with carrying on the great service which was entrusted to my care, that I could not admit the thought of mispending my own time, and wasting the flower of the British Navy, in attending on a Court Martial.

"My letter to the Admiralty was written in the spirit which directed my conduct at Plymouth. All my letters were written with the same spirit. My letter published in the Gazette has been brought before this Court, for the purpose of convicting me of crimes, by the very person whose faults it was intended to cover. He has attempted

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(very irregularly in my opinion), to call upon witnesses for their construction of my writing. No one has a right to explain my meaning, where it may be doubtful, but myself; and it is you, Gentlemen, who are to judge whether my explanation is fair. That letter (as far as it goes), is an account of the action strictly true. It is indeed very short, and very general, but it goes as far as I intended it should. It commends Sir Hugh Palliser; it does what I meant to do. I meant to commend his bravery (or what appeared to me as such), in the engagement. As he stood high in command, to pass over one in his station, would be to mark him. It would have conveyed the censure I wished for such good reasons to avoid, and I should have defeated the one great object I had in view, the defence of the nation. In that letter I expressed also my hopes of bringing the French fleet to action in the morning.

"I had such hopes; and my accuser, even in the second edition of his log-book, shows that I was not wholly ungrounded in my expectations, since he has recorded himself as of the same opinion. I said, that I did not interrupt the French fleet that evening in the formation of their line. I shall show you by evidence (if it should not have already fully appeared), that I was not able to do it, and that any random firing from me under my circumstances, would have been vain against the enemy, and a disgraceful trifling with regard to myself.

"You have seen my expressions, and such is their meaning with regard to both the French and Sir Hugh Palliser, so far as they applied to the particular times to which they severally belonged. But there was an *intermediate time* with regard to both, of which, when I wrote my letter, I gave no account. I intended to conceal it. I do not conceive that a Commander in Chief is bound to disclose to all Europe, in the midst of a critical service, the real state of his fleet, or his opinion of any of his Officers. He is not, under such circumstances, bound to accuse a British Admiral. To me, such an accusation, under almost any circumstances, is a very serious matter; whilst a possibility of an excuse for an Officer remains in my mind, I am in my disposition ready to lay hold of it; and I confess to you, that until Sir Hugh Palliser himself had brought out to this Court all the particulars, I attributed much more to his misfortune, or mistake, than I now find myself authorized to do; nor did I think his conduct half so exceptionable as he himself has proved it.

"After the engagement, *he* never thought fit to explain to me the reasons for his not bearing down into my wake, to enable me to renew the action, and *I* did not think fit to enquire into them.

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" I apprehend that a power of passing over faults or mistakes in service (into which the very best Officers may be surprised), to be sometimes as necessary, if not to discipline, yet to the end of all discipline, the good of the service, as any punishment of them can possibly be; and one of the ill effects of this prosecution will be, I fear, to terrify a Commander in Chief out of one of the most valuable parts of his discretion.

" By using the discretion which I thought was in me, I preserved concord in the fleet, promptitude in the service, and dignity to the country. In my opinion, any complaint of such a magnitude would have produced infinite mischiefs.

" Nobody can imagine that in that moment, an accusation of a Vice-Admiral, who was besides a Lord of the Admiralty, could be undertaken without a capital detriment to our naval operations, and even to the quiet of the public.

" My letter was written solely upon the principles which I have now honestly and faithfully laid before you, and which I submit to your judgment. If I have been more indulgent than was wise, the public has had the benefit, and all the trouble and inconvenience of my indiscretion has fallen upon myself. I never had a more troublesome task of the sort than in penning that letter, and it has ill answered my pains.

" If I have not shown myself able at concealment, it is a fault for which I hope I shall not lose much credit with this Court Martial. I shall not be very uneasy if I have been thought to have wrote a bad letter, if I shall be found, as I trust I shall be found, to have done my duty in fighting the enemy.

" The intrusion of my letter into the trial has made it necessary for me to explain it. I now proceed with the account of my conduct.

" I got ready for sea again, with my usual temper and disposition to accommodate; after this I kept the sea as long as I could. The French fleet carefully avoided my station. I could obtain no distinct intelligence of them, though I omitted no means to procure it. In consequence of this, their desertion of the seas, their trade fell into the hands of our privateers, to a number and value that I believe was never equalled in the same space of time. His Majesty was pleased to speak of it in his speech from the throne, and to attribute it to the good conduct of some of his Officers. When I considered this; when I considered the direct approbation of my conduct, and the circumstances which attended my appointment, it was with difficulty I persuaded myself that I was awake, when I found that I was treated as a criminal, and ordered, without the least ceremony or previous enquiry, to be tried by a Court Martial, on the accusation of my

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Officer, my old friend, one over whose faults I had so lately cast a veil; the very person who was a messenger and congratulator of my original appointment. I acknowledge it was for some time before I could sufficiently master my indignation, and compose myself to that equality of temper with which I came hither, and with which I have heard such shocking and reproachful matter and words read to my face, in the place of that support I was made to look for. I feel very much inward peace at present; and the event I consider with much less concern for myself than for the service. Your judgment, I am fully persuaded, will be wise and well weighed, and such as will be of credit to yourselves, and of advantage and encouragement to that part of the military which is most interesting to this kingdom. On my part I trust I shall entitle myself not only to an acquittal, but to an honourable reparation at your hands, for the malicious calumnies contained in the charges against me.

" Thus much I have said as to the general matter which has arisen on the trial, and the circumstances by which that trial has been brought on, as well as to the motives and principles which regulated the discretion that I conceive was in me. If these motives were probable, and likely to be real, I cannot be guilty of the criminal negligence and want of knowledge in my profession, with which I stand charged. As to the charges themselves, let the first article be read again, and I will answer to it."

Judge Advocate. First article of Charge (*See page* 392).

The Admiral.—" Mr. President, to this charge, I answer, that I have never understood preparations for fight, to have any other meaning in the language and understanding of seamen, than that each particular ship under the direction and discipline of her own Officers, *when in pursuit of an enemy*, be in every respect cleared and in readiness for action; the contrary of which, no Admiral of a fleet, without reasonable cause, will presume; *and as from the morning of the 24th, when the French fleet had got to windward, to the time of the action, the British fleet was in unremitting pursuit of them*, it is still more difficult to conceive, that any thing more is meant by this charge, than what is immediately after conveyed by the charge that follows it, namely,

> ' That on the same morning of the 27th, I did not put my fleet into a line of battle, or into any order, proper either for receiving or attacking an enemy of such force.'

" By this second part of the charge, I feel myself attacked in the exercise of that great and broad line of discretion, which every Officer commanding either fleets or armies, is often obliged, both in duty and conscience, to exercise to the best of his judgment, and which depending on circumstances, and situations infinitely various, cannot be

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reduced to any positive rule or practice; a discretion which I will submit to the Court, I was particularly called upon by the strongest and best motives to exercise, and which, in my public letter to the Board of Admiralty, I openly avowed to have exercised. I admit that on the morning of the 27th of July, I did not put my fleet into a line of battle, because I had it not in my choice to do so, consistent with the certainty, or even the probability of either giving or being given battle; and because if I had scrupulously adhered to that order, in which, if the election had been mine, I should have chosen to have received, or attacked a willing enemy, I should have had no enemy either to receive or to attack.

"I shall, therefore, in answer to this charge, submit to the Court my reasons for determining to bring the French fleet to battle at all events; and shall show, that any other order than that in which my fleet was conducted, from my first seeing them, to the moment of the action, was incompatible with such determination.

"And in order to this I must call the attention of the Court to a retrospective view of the motions of the two fleets, from their first coming in sight of each other.

"On my first discovering the French fleet, at one o'clock in the afternoon of the 23d of July, I made the necessary signals for forming my fleet in the order of battle, which I effected towards the evening, when I brought to, by signal, and lay till the morning, when perceiving that the French fleet had gained the wind during the night, and carried a pressed sail to preserve it, I discontinued the signal for the line, and made the general signal to chase to windward, in hopes that they would join battle with me, rather than suffer two of their capital ships to be separated from them, and give me the chance of cutting off a third, which had carried away a top-mast in the night, and which, but for a shift of wind, I must have taken. In this, however, I was disappointed, for they suffered two of them to go off altogether, and continued to make every use of the advantage of the wind. This assiduous endeavour of the French Admiral to avoid coming to action, which, from his thus having the wind, was always in his option, led me to believe he expected a reinforcement; a reflection which would alone have been sufficient to determine me to urge my pursuit in as collected a body as the nature of such a pursuit would admit of, without the delay of the line, and to seize the first opportunity of bringing on an engagement. But I had other reasons no less urgent.

"If by obstinately adhering to the line of battle, I had suffered, as I inevitably must, the French fleet to have separated from me; and if by such separation the English convoys from the East and West Indies, which I have already stated in the introduction to my defence,

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to have been then expected home, had been cut off, or the coast of England been insulted, what would have been my situation? Sheltered under the forms of discipline, I perhaps might have escaped punishment, but I could not have escaped censure; I should neither have escaped the contempt of my fellow citizens, nor the reproaches of my own conscience.

"Moved by these important considerations, supported by the examples of Admiral Russel, and other great naval Commanders, who in similar situations had ever made strict order give way to reasonable enterprise, and particularly encouraged by the remembrance of having myself served under that truly great Officer Lord Hawke, when rejecting all rules and forms, he grasped at victory by an irregular attack; I determined not to lose sight of the French fleet, by being outsailed from preserving the line of battle, but to keep my fleet as well collected as I could, and near enough to assist and act with each other, in case a change of wind or other favourable circumstance should enable me to force the enemy to action.

"Such were my feelings and resolutions when the day broke on the morning of the 27th of July, at which time the fleet under my command was in the following position:—Vice-Admiral Sir Robert Harland was about four miles distant on the Victory's weather quarter, with most of the ships of his own division, and some of those belonging to the centre; and Vice-Admiral Sir Hugh Palliser about three miles distance, a point before the lee-beam of the Victory, with his main-sail up, which obliged the ships of his division to continue under an easy sail. The French fleet was as much to windward, and at as great a distance as it had been the preceding morning, standing with a fresh wind close hauled on the larboard tack, to all appearance avoiding me with the same industry as ever.

"At this time, therefore, I had no greater inducement to form the line than I had on the morning of the former day; and I could not have formed it without greatly increasing my distance from the French fleet, contrary to that plan of operations which I have already submitted to the judgment of the Court.

"The Vice-Admiral of the Blue next charges,

> 'That although my fleet was already dispersed, and in disorder, I, by making the signal for several ships of his division to chase to windward, increased the disorder of that part of my fleet, and that the ships were in consequence more scattered than they had been before; and that whilst in this disorder I advanced to the enemy, and made the signal for battle.'

"In this part of the charge there is a studious design to mislead the understanding, and by leaving out times and intermediate events,

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to make the transactions of half a day, appear but as one moment. It is indeed impossible to read it without being possessed with the idea, that at half past five in the morning, when I made the signal for six of the ships of the Vice-Admiral of the Blue's division to chase to windward, I was in the immediate prospect of closing with an enemy approaching me in a regular line, and all their motions plainly indicating a design to give battle; instead of which, both the fleets were then on the larboard tack, the enemy's fleet near three leagues to windward, going off close by the wind with a pressed sail; my reason, therefore, for making that signal at half past five, was to collect as many of the ships to windward as I could, in order to strengthen the main body of the fleet, in case I should be able to get to action, and to fill up the interval between the Victory and the Vice-Admiral, which was occasioned by his being far to leeward; and it is plain that the Vice-Admiral must have himself understood the object of the signal, since it has appeared in the course of the evidence, that on its being made the Formidable set her main-sail, and let the reefs out of her top-sails; and indeed the only reason why it was not originally made for the whole division was, that they must have then chased as a division, which would have retarded the best going ships, by an attendance on the Vice-Admiral.

"Things were in this situation, when, about nine o'clock, the French fleet *wore* and stood to the southward on the starboard tack; but the wind, immediately after they were about, coming more southerly, I continued to stand on till a quarter past ten, at which time I tacked the British fleet together by signal, and soon after we were about, the wind came some points in our favour to the westward, which enabled us to lay up for a part of them; but in a dark squall that almost immediately came on, I lost sight of them for above half an hour, and when it cleared away, at eleven o'clock, I discovered that the French fleet had changed their position, and were endeavouring to form the line on the larboard tack, which finding they could not effect without coming within gun-shot of the van of the British fleet, they edged down and fired on my headmost ships, as they approached them on the contrary tack, at a quarter after eleven, which was instantly returned; *and then, and not till then, I made the signal for battle—all this happened in about half an hour;* and must have been owing to the enemy's falling to leeward in performing their evolution during the squall, which we could not see, and by that means produced this sudden and unexpected opportunity of engaging them, as they were near three leagues ahead of me when the squall came on.

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" If, therefore, by making the signal for the line of battle, when the van of my fleet was thus suddenly getting within reach of the enemy, and well connected with the centre, as my accuser himself has admitted, I had called back the Vice-Admiral of the Red, the French fleet might either have formed their line complete, and have come down upon my fleet while in the confusion of getting into order of battle, or (what I had still greater reason to apprehend), might have gone off to windward out of my reach altogether; for, even as it was, the enemy's van, instead of close to action, kept their wind, and passed hardly within random shot.

" My accuser next asserts, as an aggravation of his former charge,

' That the French fleet was in a regular line, on the tack which approached the British fleet; all their motions plainly indicating a design to give battle.'

" Both which facts have already been contradicted, by the testimony of even his own witnesses. That the enemy's fleet was not in a regular line of battle, appeared by the French Admiral being out of his station, far from the centre of his line, and next, or very near, to a ship carrying a Vice-Admiral's flag, and from some of their ships being abreast of each other, and in *one* as they passed the English fleet, with other apparent marks of irregularity; indeed every motion of the French fleet, from about nine, when it went on the starboard tack, till the moment of the action, and even during the action itself, I apprehended to be decisive against the alleged indication of designing battle; for if the French Admiral had really designed to come to action, I conceive he never would have got his fleet on the contrary tack to that on which the British fleet was coming up to him, but would have shortened sail, and waited for it, formed in the line on the same tack; and even when he did tack towards the British fleet, the alleged indication is again directly refuted, by the van of the French fleet hauling their wind again, instead of bearing down into action, and by their hoisting no colours when they began to engage.

" Notwithstanding these incontrovertible truths, my accuser imputes it to me that a general engagement was not brought on; but it is evident from the testimony of every witness he has called, that a general engagement was never in my choice; and that so far from its being prevented from my not having formed the line of battle, no engagement, either general or partial, could have been brought on, if I had formed it; indeed it is a contradiction in terms, to speak of a general engagement, where the fleet that has the wind, tacks to pass the fleet to leeward on the contrary tack.

" Such was the manner in which, after four days pursuit, I was at last enabled, by a favourable shift of wind, to close with the fleet of

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France. And if I am justifiable on principle, in the exercise of that discretion which I have been submitting to your judgment, of bringing on at all events, an unwilling enemy to battle, I am certainly not called upon to descend to all the minutiæ of consequences resulting from such enterprise, even if such had ensued, as my accuser has asserted, but which his own witnesses have not only failed to establish but absolutely refuted. It would be an insult on the understanding of the Court, were I to offer any arguments to show, that ships which engage without a line of battle cannot so closely, uniformly, and mutually support each other, as when circumstances admit of a line being formed; because it is self-evident, and is the basis of all discipline and practice of lines of battle: but in the present case, notwithstanding I had no choice in making any disposition for an attack, nor any possibility of getting to battle otherwise than I did, which would alone be sufficient to repel any charge of consequent irregularity, or even confusion, yet it is not necessary for me to claim the protection of the circumstances under which I acted; because no irregularity or confusion either existed or has been proved; all the chasing ships, and the whole fleet, except a ship or two, got into battle, and in as close battle as the French fleet, which had the option by being to windward, chose to give them. The Vice-Admiral of the Blue himself, though in the rear, was out of action a short time after the Victory; and so far from being left to engage singly and unsupported, was passed during the action, by three ships of his own division, and was obliged to back his mizen-top-sail to keep out of the fire of one of the largest ships in the fleet, which must have continued near him all the rest of the time he was passing the French line, as I shall prove she was within three cables length of the Formidable when the firing ceased. Please to read the next article."

Judge Advocate.—Second article of the Charge (*See page* 392).

The Admiral.—"Sir, in answer to this article, the moment the Victory had passed the enemy's rear, my first object was to look round to the position of the fleet, which the smoke had till then obscured from observation, in order to determine how a general engagement might best be brought on after the fleets should have passed each other. I found that the Vice-Admiral of the Red, with part of his division, had tacked, and was standing towards the enemy with top-gallant-sails set, the very thing I am charged with not having directed him to do; but all the rest of the ships that had got out of action were still on the starboard tack, some of them dropping to leeward, and seemingly employed in repairing their damages; the Victory herself was in no condition to tack, and I could not immediately wear and stand back on the ships coming up astern of me out

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of the action (had it been otherwise expedient), without throwing them into the utmost confusion. Sir John Ross, who very gallantly tried the experiment, having informed the Court of the momentary necessity he was under of wearing back again to prevent the consequences I have mentioned, makes it unnecessary to enlarge on the probable effect of such a general manœuvre with all the ships ahead. Indeed, I only remark it as a strongly relative circumstance appearing by the evidence of a very able and experienced Officer, and by no means as a justification for having stood away to a great distance beyond the enemy before I wore, because the charge itself is grossly false in fact.

"The Victory had very little way while her head was to the southward, and although her damages were considerable, was the first ship of the center division that got round towards the enemy again, and some time before the rest were able to follow her; since even as it was, not above three or four were able to close up with her on the larboard tack; so that had it even been practicable to have wore sooner than I did, no good purpose could have been answered by it, since I must only have wore the sooner back again, to have collected the disabled ships, which would have been thereby left still farther astern.

"The Formidable was no otherwise engaged with the enemy during this short interval, than as being in the rear, which must always necessarily happen to ships in that situation, when fleets engage each other on contrary tacks, and no one witness has attempted to speak to the danger my accuser complains of, except his own Captain, who, on being called upon to fix the time when such danger was apprehended, stated it to be before the Formidable opened her fire, which renders the application of it as a consequence of the second charge too absurd to demand a refutation. Now please to read the third, Sir."

Judge Advocate.—The third article of the Charge (*See page* 392).

The Admiral.—"Sir, as soon as I had wore to stand towards the enemy, I hauled down the signal for battle, which I judged improper to be kept abroad till the ships could recover their stations, or at least get near enough to support each other in action; and in order to call them together for that purpose, I immediately made the signal to form the line of battle ahead, a cable's length asunder, and the Victory being at this time ahead of all the center and red division, I embraced that opportunity of unbending her main-top-tail, which was totally unserviceable, and in doing which the utmost expedition was used, the ships astern of me doing all they could in the mean

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time to get into their stations, so that no time was lost by this necessary operation.

"The Formidable was ahead of the Victory during this period; it was her station in the line on that tack; yet at the very moment my accuser dares to charge me with not calling the ships together, to renew the attack, he himself, though his ship was in a manageable condition, as has appeared by the evidence of his own Captain, and though he had wore, expecting (as he says), the battle to be renewed, quitted his station in the front of that line of battle, the signal for which was flying, passed to leeward of me on the starboard tack, while I was advancing to the enemy, and never came into the line during the rest of the day.

"In this situation I judged it necessary that the Vice-Admiral of the Red, who was to windward, and pushing forward on my weather bow with six or seven ships of his division, should lead on the larboard tack, in order to give time to the ships which had come last out of action, to repair their damages, and get collected together; and the signal appointed by the 31st article of the Fighting instructions not being applicable, as the French fleet was so nearly ahead of us, that by keeping close to the wind we could only have fetched them, I made the Proserpine's signal, in order to have dispatched Captain Sutton with a message to Vice-Admiral Sir Robert Harland, to lead the fleet on the larboard tack; but before he had left the Victory with the orders he had received, the French fleet wore and stood to the southward, forming their line on the starboard tack, their ships advancing regularly out of a collected body, which they had got into from the operation of wearing, and not from any disorder or confusion; though had such confusion or disorder really existed, I could have derived no immediate advantage from it, not having a sufficient force collected to prevent their forming, by an attempt to renew the attack. The Victory was at this time the nearest ship to the enemy, with no more than three or four of the center division in any situation to have supported her, or each other in action; the Vice-Admiral of the Blue was on the starboard tack, standing away from his station, totally regardless of the signal that was flying to form the line, and most of the other ships, except the red division, whose position I have already stated, were far astern, and five disabled ships at a great distance on the lee-quarter.

Most of these facts are already established by my accuser's own evidence; and I shall prove and confirm them all by the testimony of that part of the fleet, whose situations will enable them to speak to them with certainty. I trust they will convince the Court that I had it not in my power to collect the fleet together to renew the fight

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at that time, and that from their not being able to follow me, I consequently could not advance with them; that I did not shorten sail, but only shifted an unserviceable one when I was far ahead, and the ships unable to follow; that I did not haul down the signal for battle till it ceased to be capable of producing any good effect; that during the whole time I stood towards the enemy, I endeavoured by the most forcible of all signals, the signal for the line of battle, to call the ships together, in order to renew the attack; that I did avail myself of the ships that were with the Vice-Admiral of the Red, as far as circumstances admitted; and that I, therefore, did to the utmost of my power to take, sink, burn, and destroy, the French fleet, which had attacked the British fleet. Read the fourth article, if you please."

Judge-Advocate.—The fourth article of the Charge (*See page* 393).

The Admiral.—" Sir, the French fleet having wore, and began to form the line on the starboard tack by the wind, which if they had kept would have brought them close up with the center division, soon afterwards edged away, pointing towards four or five of the disabled ships, which were at a great distance to leeward, and with evident intention to have separated them from the rest of the fleet; to prevent which, I made the signal to wear, and stood athwart their van in a diagonal course, to give protection to these crippled ships, keeping the signal for the line flying, to form and collect the fleet on the starboard tack; and as I had thus been obliged to alter my disposition before Captain Sutton left the Victory with my former message, I dispatched him with orders to the Vice-Admiral of the Red, to form with his division at a distance astern of the Victory, to cover the rear, and to keep the enemy in check till the Vice Admiral of the Blue should come into his station with his division, in obedience to the signal. These orders the Vice-Admiral of the Red instantly obeyed, and was formed in my wake before four o'clock; when finding, that while by the course I steered, to protect the crippled ships, I was nearing the enemy, the Vice-Admiral of the Blue still continued to lie to windward, and by so doing kept his division from joining me, I made the signal for ships to windward to bear down into my wake; and that it might be the better distinguished (both being signals at the mizen-peak), I hauled down the signal for the line for about ten minutes, and then hoisted it again. This signal for ships to windward to bear down he repeated, though he had not repeated that for the line of battle; but by not bearing down himself, he led the ships of his division to interpret his repeating it, as requiring them to come into his wake instead of mine.

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"Having now accomplished the protection of the disabled ships, and the French fleet continuing to form their line, ranging up to leeward parallel to the center division, my only object was to form mine, in order to bear down upon them to renew the battle; and, therefore, at a quarter before five, after having repeated the signal for ships to windward to bear down into my wake with no better effect than before, I sent the Milford with orders to the Vice-Admiral of the Red to stretch ahead and take his station in the line, which he instantly obeyed; and the Vice-Admiral of the Blue being still to windward, with his fore-top-sail unbent, and making no visible effort to obey the signal which had been flying the whole afternoon, I sent the Fox, at five o'clock, with orders to him to bear down into my wake, and to tell him that I only waited for him and his division to renew the battle; and while I was dispatching these frigates, having before hauled down the signal to come into my wake, I put abroad the signal for all ships to come into their stations, always keeping the signal for the line flying. All this producing no effect on the Vice-Admiral of the Blue, and wearied out with fruitless expectation, at seven o'clock I made the signal for each particular ship of the Vice-Admiral of the Blue's division to come into her station; but before they had accomplished it, night put an end to all further operations.

"It may be observed, that amongst these signals I did not make the Formidable's. If the Vice-Admiral chooses to consider this as a culpable neglect, I can only say that it occurred to me, to treat him with a delicacy due to his rank, which had some time before induced me to send him the message by Captain Windsor; the particulars of which he has already faithfully related to the Court.

"I trust I have little reason to apprehend that you will be inclined to consider my conduct as I have stated it, in answer to the fourth article of charge, as disgraceful to the British flag! After I had wore upon the same tack with the enemy, to protect the disabled part of my fleet, and to collect the rest together, there would have been little to do to renew the battle, but bearing right down upon the enemy, if my accuser had led down his division in obedience to the repeated signals and orders which I have stated. The Victory never went more than two knots, was under her double-reefed top-sails and fore-sail, much shattered, which kept the ships that were near her under their top-sails, and suffered the French fleet, which might always have brought me to action, if they had inclined to do it, to range up parallel with the center, under very little sail; and it was to protect the five disabled ships above mentioned, and to give the rest time to form into some order, that I judged it more expedient to stand as I

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did under that easy sail, than to bring to with my head to the southward. The Court will judge whether it was possible for any Officer in the service, really to believe that these operations could give the appearance of a flight, or furnish a rational pretence to the French Admiral to claim the victory, or publish to the world that the British fleet had run away. Please to read the next article."

Judge-Advocate. The fifth article of the Charge (*See page* 393).

The Admiral.—" Sir, on the morning of the 28th of July, the French fleet (except three sail), which were seen on the lee-quarter), was only visible from the mast-heads of some of the ships of the British fleet, and at a distance from me, which afforded not the smallest prospect of coming up with them, more especially as their ships, though certainly much damaged in their hulls, had not apparently suffered much in their masts and sails; whereas the fleet under my command was generally and greatly shattered in their masts, yards, and rigging, and many of them unable to carry sail. As to the three French ships, I made the signal at five o'clock in the morning for the Duke, Bienfaisant, Prince George, and Elizabeth, to give them chase, judging them to be the properest ships for that purpose; but the two last were not able to carry sufficient sail to give even countenance to the pursuit, and looking round to the general condition of my fleet, I saw it was in vain to attempt either a general or a partial chase. Indeed my accuser does not venture to allege that there was any probability, or even possibility, of doing it with effect, which destroys the whole imputation of his charge.

" Under these circumstances I trust I could not mistake my duty; and I was resolved, as I have already before observed in the introduction to my defence, not to sacrifice it to an empty show and appearance, which is beneath the dignity of an Officer, unconscious of any failure or neglect. To have urged a fruitless pursuit with a fleet so greatly crippled in its masts and sails, after a distant and flying enemy, within reach of their own ports, and with a fresh wind blowing fair for their ports, with a large swell, would have been not only wantonly exposing the British fleet under my command without end or object, but misleading and defeating its operations, by delaying the refitment necessary for carrying on the future service with vigour and effect.

" My accuser asserts, by a general conclusion to the five articles exhibited against me, that from what he states as instances of misconduct and neglect in me, a glorious opportunity was lost of doing a most essential service to the state, and that the honour of the British Navy was tarnished.

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"The truth of the assertion, that an opportunity was lost, I am not called upon either to combat or deny; it is sufficient for me, if I shall be successful in proving that that opportunity was seized by me, and followed up to the full extent of my power; if the Court shall be of that opinion, I am satisfied; and it will then rest with the Vice-Admiral of the Blue to explain to what cause it is to be referred, that the glorious opportunity he speaks of was lost, and to whom it is to be imputed (if the fact be true), that the honour of the British Navy has been tarnished.

"Having now offered to the Court precise answers to all the charges exhibited against me, I shall proceed to call my witnesses to support those answers, and of course to refute the charges in the order in which they have been made. I shall call them, not as a prisoner commonly calls his witnesses, to oppose them to those which appear for the prosecution—quite the contrary, I bring them to support, confirm, enlarge, and illustrate almost the body of the evidence which has been given by my accuser.

"But before I sit down, I must discharge a duty which I feel myself to owe to the reputation of a service highly and justly favoured in this country, and which can never suffer in its honour, but the nation itself will suffer in proportion.

"I have heard it asserted, and contended for during this trial, as an essential and indispensable right of a Captain of a man of war to make additions and alterations in the ship's log-book, even after the original entries had been seen, examined, and approved by himself. I have seen this attempted to be excused, nay, even justified and boasted of, in a case where the alterations and additions introduced matter of criminal and capital offence, acknowledged by the party to have been introduced months after the original entries were inserted; and with knowledge that a criminal charge had then been exhibited against the person in whose trial they were first heard of. I have heard this attempted to be defended where the most material of the alterations and additions were certainly not supported by fact.

"Upon this occasion, surely, I am called upon to enter my protest against a claim which subjects the log-books of the King's ships, that ought to contain, if not always a perfect, yet always a genuine narrative of their transactions, when the events are fresh and recent, when they cannot be mistaken, and can hardly be misrepresented, and which ought never to be altered after the entries have been made and authorized.

"This is the case of the first alteration of the log-book. Another alteration has since appeared in another log book! *That of the prosecutor himself!* little differing from the former, except that the person

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that has actually made it, does not appear to justify it; that the witness to it states it to have been made soon after the engagement, and that the destruction of some leaves, and substitution of others, seems to be rather made for the purpose of exculpating another person than of criminating me. But whatever the intention was, the act is equally unjustifiable in all respects. It tends equally to destroy all sort of use in these kind of records, and to render them highly fallacious, and possibly, highly dangerous. I do not dwell on all the particulars of that unhappy business!—It is painful to me, and the nature of the transaction is but *too* visible. There has always been, and probably will always be, something slovenly in these books, and the Masters have thought they have more power over them than is proper. There is, however, a great difference between inaccuracy and malicious design. There is a difference between the correction or supply of different matters, and the cancelling of pages, and putting in others; omitting, adding to, and varying the most important things for the most important purposes.

"It is also necessary for me to state two or three facts to the Court, in order to place the conduct of my accuser in its proper point of view.

"I admit that the charges he has exhibited against me are very heinous.—They express misconduct and negligence; they imply (and so the Court has understood them to imply) cowardice, also. If ever I committed them at all it was in his presence, and in the presence of a numerous corps of Officers, who being called upon by the Court, have all unanimously refused, or I trust will refuse, to fix any one charge upon me. I have mentioned before the circumstance of my accuser's silence for months, during which he was called upon, by the duty he owed to his country, to have stated my misconduct, if any such had existed; and his refusal to do so is strong evidence of itself, that even in his opinion my conduct was liable to no reproach.

"But this is not all; even so late as the 5th of October last, I received a letter from him, dated at sea, conceived in terms of great good-will and respect for me; in which, having occasion to mention some prizes, which had been taken by the fleet, he considers *that* as a subject of little moment to me, assigning *this* as a reason, "for I know you would rather meet the French fleet." That fleet which he says I fled from!

"Is this consistent with the tenor of these charges? Could the man who wrote the one, believe the other? It is absolutely impossible. I cannot produce this letter in evidence, but when I go out of Court I will show it to any gentleman who is desirous to see it *.

* See this letter in page 432.

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"One thing more and I have done.

"Sir Hugh Palliser thought proper to address the public by a printed newspaper, dated the 4th of November, principally, as it seems, for the sake of asserting that *he* was *not*, and that *I was*, the cause of the French fleet not being re-attacked in the afternoon of the 27th of July.

"In that paper he positively denies that he received any message by Captain Windsor, saying a word about renewing the attack, and he calls the contrary assertion a false one. Captain Windsor has been called, and he has proved, that at five o'clock he *received* from me, and at about half past five he *delivered* to Sir Hugh Palliser himself, a *message* to come with the ships of his division into my wake, and that I only waited for him to renew the attack.

"This account of Captain Windsor has been attempted to be discredited by the prosecutor, who has asked Captain Bazely, and I believe one or two more, whether it was not at a later hour than Captain Windsor named. I shall for that reason call witnesses to confirm Captain Windsor in all the circumstances of his testimony. I owe it to him, as an honourable man, to show that his evidence is correctly true.

"I will prove that the message sent by me, was precisely the message delivered by him at the time he speaks to, and that it was exactly repeated by him to the Vice-Admiral; yet after his own ears had heard, at half past five in the afternoon of a summer's day, that I waited only for him and his division to renew the attack; this gentleman applies to me, ignorant, negligent, cowardly, as he now represents me, to certify his good behaviour, and to support his character against the malice of his enemies. He applies to me to sign a paper, containing many particulars directly contrary to the evidence you have heard upon oath, and which I will also show to any one *.

"At present I have only to do with one of these particulars. That paper (concurring with his attempts in this trial), contains this assertion:—'That the calling his, and Vice-Admiral Sir Robert Harland's divisions into my wake in the evening, was not for the purpose of renewing the battle at that time, but to be in readiness for it in the morning.' This my accuser had the confidence to tender to me to sign.

"To sign an assertion of a fact absolutely unfounded; the contrary of which I know to be true, and the contrary of which Captain Windsor has proved, and my accuser knew to be true.

* See this paper in page 438.

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"How that gentleman felt when this came out, I know not; but if I could conceive myself in the same situation, I know that it would be difficult to express what I should feel. *I cannot wish so heavy a punishment to my worst enemy.*"

The examination of evidence in the Admiral's defence continued to the 8th of February, when it was finally closed. Sir H. Palliser, the prosecutor, having claimed a right of replying to the defence, the same was objected to; and the Court having withdrawn upon the question, came to a resolution, That the same was unprecedented, and could not be complied with.

On the 11th of February the Court met, when the Judge-Advocate read the opinion of the Court Martial as follows:—

At a Court Martial assembled on board his Majesty's ship Britannia, in Portsmouth harbour, the 7th of January 1779, and held by adjournment at the House of the Governor of his Majesty's garrison at Portsmouth, every day afterwards (Sundays excepted), till the 11th of February 1779, inclusive,

PRESENT,

Sir Thomas Pye, Admiral of the White, President,

Matthew Buckle, Esq. Vice-Admiral of the Red,	Marriot Arbuthnot, Esq. Rear-Admiral of the White,
John Montague, Esq. Vice-Admiral of the Red,	Robert Roddam, Rear Admiral of the White,
Capt. M. Milbanke,	Capt. William Bennet,
—— Francis Samuel Drake,	—— Adam Duncan,
—— Taylor Penny,	—— Philip Boteler,
—— John Mourtray,	—— James Cranston.

The Court, pursuant to an order of the Lords Commissioners of the Admiralty, dated the 31st of December, and directed to Sir Thomas Pye, proceeded to enquire into a charge exhibited by Vice-Admiral Sir Hugh Palliser, against the Hon. Admiral Augustus Keppel, for misconduct and neglect of duty on the 27th and 28th of July, 1778, in sundry instances, as mentioned in a paper which accompanied the said order; and to try him for the same; and the Court having heard the evidence, and the prisoner's defence, and maturely and seriously considered the whole, are of opinion, that the charge is *malicious* and *ill founded*; it having appeared that the said Admiral, so far from having, by misconduct and neglect of duty, on the days therein alluded to, lost opportunity of rendering essential service to the State, and thereby tarnished the honour of the British Navy, behaved as became a judicious, brave, and experienced Officer: the Court do, therefore, unanimously and honourably acquit the said Adm.

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Augustus Keppel of the several articles contained in the Charge against him; and he is hereby fully and honourably acquitted accordingly.

	T. PYE,	T. PENNY,
	J. MONTAGUE,	J. MOURTRAY,
	M. ARBUTHNOT,	W. BENNETT,
	R. RODDAM,	A. DUNCAN,
George Jackson,	M. MILBANKE,	P. BOTELER,
Judge-Advocate.	F. S. DRAKE,	J. CRANSTON.

The Address of Sir T. Pye, President, on delivering the Admiral his Sword.

ADMIRAL KEPPEL,

IT is no small pleasure to me to receive the commands of the Court I have the honour to preside at, that, in delivering you your sword, I am to congratulate you on its being restored to you with so much honour; hoping, ere long you will be called forth by your Sovereign to draw it once more in the defence of your country.

The Memorial from the Admirals to the King, presented to his Majesty in his Closet, by his Grace the Duke of Bolton.

TO THE KING.

WE, the subscribing Admirals of your Majesty's Royal Navy, having hitherto on all occasions, served your Majesty with zeal and fidelity, and being desirous of devoting every action of our lives, and our lives themselves, to your Majesty's service and the defence of our country, think ourselves indispensably bound by our duty to that service and that country, with all possible humility, to represent to your wisdom and justice,

That Sir Hugh Palliser, Vice-Admiral of the Blue, lately serving under the command of the Hon. Augustus Keppel, did prefer certain articles of accusation, containing several matters of heinous offence against his said Commander in Chief, to the Lords Commissioners for executing the office of Lord High Admiral of Great Britain, he the said Sir H. Palliser, being himself a Commissioner in the said Commission. This accusation, he the said Sir Hugh Palliser, withheld from the 27th day of July last, the time of the supposed offences committed, until the 9th day of this present December, and then brought forward for the purpose of recrimination against charges conjectured by him the said Sir H. Palliser, but which in fact were never made.

That the Commissioners of the Admiralty, near five months after the pretended offences aforesaid, did receive from their said colleague in office, the charge made by him against his said Commander, and

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without taking into consideration the relative situation of the accuser and the party accused, or attending to the avowed motives of the accusation, or the length of time of withholding, or the occasion of making the same, and without any other deliberation whatever, did on the very same day on which the charge was preferred, and without previous notice to the party accused of an intention of making a charge against him, give notice of their intending that a Court Martial should be held on the said Admiral Keppel, after forty years of meritorous service, and a variety of actions in which he had exerted eminent courage and conduct, by which the honour and power of this nation, and the glory and power of the British flag, had been maintained and increased in various parts of the world.

We beg leave to express to your Majesty our concern at this proceeding, and to represent our apprehensions of the difficulties and discouragements which will inevitably arise to your service therefrom; and that it will not be easy for men, attentive to their honour, to serve your Majesty, particularly in situations of principal command, if the practice now stated to your Majesty be countenanced, or the principles upon which the same has been supported, shall prevail with any Lord High Admiral, or with any Commissioner for executing that Office.

We are humbly of opinion that a criminal charge against an Officer (rising in importance according to the rank and command of that Officer), which suspends his service to your Majesty, perhaps in the most critical exigencies of the public affairs, which calls his reputation into doubt and discussion, which puts him on trial for his life, profession, and reputation, and which, in its consequences, may cause a fatal cessation in the naval exertions of the kingdom, to be a matter of the most serious nature, and never to be made by authority but on solid ground, and on mature deliberation. The honour of an Officer is his most precious possession and best qualification; the public have an interest in it, and while those under whom we serve countenance accusation, it is often impossible perfectly to restore military fame by the mere acquittal of a Court Martial. Imputations made by high authority, remain long, and affect deeply. The sphere of action of Commanders in Chief is large, and their business intricate, and subject to great variety of opinion; and before they are to be put on the judgment of others for facts done upon their discretion, the greatest discretion ought to be employed.

Whether the Board of Admiralty hath by law any such discretion, we, who are not of the profession of the law, cannot positively assert; but if we had conceived that this Board had no legal use of their reason in a point of such delicacy and importance, we should have

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known on what terms we served. But we never did imagine it possible, that we were to receive orders from, and be accountable to those who, by law, were reduced to become passive instruments to the possible malice, ignorance, or treason of any individual who might think fit to disarm his Majesty's Navy of its best and highest Officers. We conceive it disrespectful to the laws of our country to suppose them capable of such manifest injustice and absurdity.

We, therefore, humbly represent, in behalf of public order, as well as of the discipline of the Navy, to your Majesty, the dangers of long concealed, and afterwards precipitately adopted charges, and of all recriminatory accusations of subordinate Officers against their Commanders in Chief; and particularly the mischief and scandal of permitting men, who are at once in high civil office, and in subordinate military command, previous to their making such accusations, to attempt to corrupt the public judgment, by the publication of libels on their Officers in a common newspaper, thereby exciting mutiny in your Majesty's Navy, as well as prejudicing the minds of those who are to try the merits of the accusation against the said superior Officer.

HAWKE,	BRISTOL,
J. MOORE,	J. YOUNG,
BOLTON,	MATTHEW BARTON,
SAM. GRAVES,	FRANCIS GEARY,
HUGH PIGOT,	SHULDAM,
R. HARLAND.	CLARK GAYTON.

Copies of Letters between the Hon. Augustus Keppel, the Secretary to the Admiralty, the Judge-Advocate, and Sir Hugh Palliser.

SIR, *Admiralty-Office, 9th Dec. 1778.*

SIR Hugh Palliser, Vice-Admiral of the Blue Squadron of his Majesty's fleet, having in his letter of this day's date transmitted to my Lords Commissioners of the Admiralty, a charge of misconduct and neglect of duty against you, on the 27th and 28th of July, 1778, in divers instances therein mentioned, and desired that a Court Martial may be held for trying you for the same; and their Lordships intending that a Court Martial shall be held for that purpose, I have it in command from them, to send you herewith a copy of the said charge, that you may be preparing for your defence. I have the honour to be,

Sir,

Your most obedient humble Servant,

Hon. Augustus Keppel, &c. PH. STEPHENS.

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SIR, *Audley-square, Thursday night, Dec. 10, 1778.*

THE very extraordinary contents of your letter of last night, made it impossible for me on a sudden to make any other answer, than a bare acknowledgment of having received it; but it has not required much time to determine me, in justice to my own reputation, to inform you, that I am willing to meet a Court Martial whenever the Board of Admiralty shall think proper to order me.

At the same time, Sir, I desire you will represent to the Lords Commissioners my utter astonishment at the countenance their Lordships have so far given to this proceeding, as to resolve, on the same day on which such a charge is exhibited, to order a Court Martial against the Commander in Chief of the fleet, on an attack from an inferior Officer, under all the peculiar circumstances in which Sir Hugh Palliser now stands. I am, Sir,

Your humble Servant,

Ph. Stephens, Esq. A. KEPPEL.

SIR, *Admiralty-Office, 11th Dec. 1778.*

I RECEIVED yesterday afternoon your letter of the 10th inst. acknowledging the receipt of mine of the 9th, transmitting a copy of the charge exhibited against you by Vice-Admiral Sir H. Palliser; and this morning I received your letter, dated last night, intimating, that you are willing to meet a Court Martial whenever the Board of Admiralty shall think proper to order one; and having without loss of time laid the same before my Lords Commissioners of the Admiralty, I am commanded by their Lordships to acquaint you, that they propose to order a Court Martial to be assembled on Thursday, the 7th of January next, if you think you shall be ready with your evidence by that time; but if not, their Lordships will order it to be held on a later day.

As to the astonishment you express at the countenance you conceive their Lordships have given to this proceeding, by resolving, on the same day on which the charge was exhibited, to order a Court Martial, their Lordships command me to acquaint you, that they know of no instance in which the Board of Admiralty, upon receiving a specific charge of such a nature, signed by an Officer of rank serving under the party accused, and accompanied with a request for the assembling a Court Martial thereupon, having delayed coming to a resolution to order one, nor would they have thought themselves justified, if they had hesitated to take the necessary steps for bringing the matter to an early and legal decision. I have the honour to be,

Sir,

Your most obedient humble Servant,

Hon. Adm. Keppel, Town. PH. STEPHENS.

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SIR, *Audley-square, 16th Dec. 1778.*

MY counsel having informed me, that before they can give the best advice in their power upon the charge of Sir Hugh Palliser, it will be necessary for them to see the whole of my instructions and correspondence with you; and it may be necessary to produce the whole or part of them before the Court Martial, I desire you will acquaint the Lords Commissioners of the Admiralty therewith.

I am, Sir,

Your humble Servant,

Ph. Stephens, Esq. A. KEPPEL.

SIR, *Admiralty-Office, 18th Dec. 1778.*

I RECEIVED, and lost no time in laying before my Lords Commissioners of the Admiralty, your letter of the 16th, respecting the communication of your instructions, and correspondence with me, to your counsel, and perhaps to the Court Martial that is to be assembled for your trial. I was in hopes I should have been enabled by this time to have sent you their Lordships' answer thereto; but as the instructions to which you allude are of a very secret nature, and were given in pursuance of his Majesty's commands, signified by one of his principal Secretaries of State, it is necessary that their Lordships should receive his Majesty's further commands, before they can with propriety give you a full answer to your letter. Their Lordships are persuaded, in the mean time, you will not communicate those instructions to any person whatsoever; and they command me to assure you, that you shall have their further answer with as little delay as possible. I am, Sir,

Your obedient humble Servant,

Hon. Adm. Keppel, London. PH. STEPHENS.

SIR, *Admiralty-Office, 21st Dec. 1778.*

MY Lords Commissioners of the Admiralty having acquainted Lord Viscount Weymouth, his Majesty's principal Secretary of State, with your having been informed by your counsel, that before they could give you the best advice in their power upon the charge of Sir H. Palliser, it would be necessary for them to see the whole of your instructions, and correspondence with this office; and that it might be necessary to produce the whole or a part of them at the Court Martial; and my Lords having at the same time desired his Lordship to signify his Majesty's commands with respect thereto; his Lordship has in return informed them, that it is his Majesty's pleasure they should signify to you, that you must be sensible that there are parts of your instructions which cannot be divulged without great detriment to the State. I am commanded by their Lordships to signify the same to you accordingly, and to inform you, in further

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answer to your letter of the 16th instant, that they cannot consent that the whole of your said instructions, and the correspondence above mentioned, should be laid before your counsel, or be produced at the Court Martial; but if you will point out any parts of the said instructions or correspondence, which in your opinion have any relation to the operations of the fleet on the 27th and 28th of July last, you will be permitted to make use of them in the manner you desire, if there shall appear to be no objections of the nature above mentioned. I have the honour to be, with great regard,

Sir,

Your most obedient humble Servant,

Hon. Augustus Keppel. PH. STEPHENS.

SIR, *Audley-square, 23d Dec. 1778.*

I HAVE received your letter of the 21st instant, in which you inform me, that the Lords Commissioners of the Admiralty had acquainted Lord Weymouth, one of his Majesty's principal Secretaries of State, with the contents of my letter to you of the 16th, that his Lordship has in return informed them, "That it is his Majesty's pleasure they should signify to me, that I must be sensible there are parts of my instructions which cannot be divulged without detriment to the State, and that the Lords Commissioners of the Admiralty had ordered you to inform me, that they cannot consent that the whole of my instructions, and correspondence with you, should be laid before my counsel, or be produced at the Court Martial; but that if I will point out any parts of the said instructions or correspondence which in my opinion has any relation to the operation of the fleet on the 27th and 28th of July, I shall be permitted to make use of them in the manner I desire, if there be no objection of the nature above mentioned."

I am also to acknowledge the receipt of your letter of the 18th, in which you informed me, "That it was necessary their Lordships should receive his Majesty's farther commands before they could give me a full answer to my letter; and that their Lordships were persuaded that in the mean time I would not communicate those instructions to any person whatsoever." In answer to which, I must desire you will acquaint their Lordships, that I neither have made, nor will make, any unnecessary communications of my instructions; nor are even my counsel yet apprized of any part of them. But in answer to your letter of the 21st, I must beg of you to inform their Lordships, that they have totally misunderstood my letter of the 16th, if they imagined, that when put upon my trial for the defence of my life and honour, I could think of asking any permission to produce before the Court which is to try me, any circumstance which in my

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own opinion, or that of my counsel, may in any degree be useful for my defence. No, Sir; my letter of the 16th was not to ask leave to do what by every rule of justice is my right. In respect to the last paragraph of your letter of the 24th, "That if I will point out any parts of such instructions or correspondence, which in my opinion has any relation to the operations of the fleet on the 27th and 28th of July last, I shall be permitted to make use of them in the manner I desire, if there shall appear no objections of the nature above mentioned;" I can only say, that I conceive that my instructions, and every part of them, must necessarily have relation to the operations of the fleet on the 27th and 28th of July last, and on every day it was acting under my command, and that I was acting under those instructions. As to my pointing out the particular parts which I conceive may be most useful to me, and opening my defence to that Board of whose conduct towards me in this business I have reason to complain, where the accusations against me originated, and where my accuser has a seat, it cannot, on reflection, be expected; nor can I believe their Lordships intend, that when they put me on my trial, they are to limit me by their discretion, in the use of such means as I may think expedient for my defence, and that they propose to distress me by such an alternative, and that I must necessarily (according to their statement), either bring detriment on the State, or prejudice to my own justification. I am, Sir,

Your very humble Servant,

Ph. Stephens, Esq. A. KEPPEL.

SIR, *Audley-square, 26th Dec. 1778.*

I RECEIVED yesterday your letter of the 24th, in answer to mine to you of the same day, informing me, that in addition to what is mentioned in your letter of the 12th instant, concerning the attendance of Captain Windsor, and the First Lieutenant of his Majesty's late ship Fox, at the Court Martial to be held for my trial on the 7th of next month, that their Lordships on the same day, desired Lord Weymouth, one of his Majesty's principal Secretaries of State, to take such measures as should appear to him to be proper for procuring their appearance at the time afore-mentioned; and further to inform me, it is not their Lordships' intention that the Court should sit until the effects of the afore mentioned application is known.

This information leads me to apprehend a possibility of the enquiry being put off; and any delay, I much fear, will be productive of serious detriment to my country, in the detaining so many other Officers from the public service. From this consideration I remain of opinion, that the evidence of Captain Windsor, and of his Lieutenant may be material at the trial; I must repeat what I wrote to you in

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my letter of the 11th instant, that from the uncertainty of the return of those gentlemen to England, it is my wish not to have the Court Martial put off on that account. I am, Sir,

Your humble Servant,

Ph. Stephens, Esq. A. KEPPEL.

SIR, *Admiralty-Office, 27th Dec.* 1778.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 23d instant, their Lordships, in answer to that part of it which relates to the accusation against you, command me to inform you, that the accusation did not originate from their Board, but from Sir H. Palliser, whose attendance there has been dispensed with ever since.

Their Lordships having already communicated to you his Majesty's pleasure with regard to your secret instructions, cannot think it necessary to say any thing further to you upon that subject. I am, Sir,

Your most obedient humble Servant,

Hon. Augustus Keppel, &c. PH. STEPHENS.

SIR. *Admiralty-Office, 27th Dec.* 1778.

VICE-Admiral Sir H. Palliser having, in his letter of yesterday's date, acquainted my Lords Commissioners of the Admiralty, that, as the witnesses will be assembled at your trial, he shall be ready, as soon as that trial is over, to vindicate his own conduct and behaviour on the 27th of July, 1778; and he having, therefore, desired that their Lordships will be pleased to require you to give in your charge as soon as may be, if you have any to make against him; I am commanded by their Lordships to send you herewith, a copy of the said letter, and to signify their direction, that if you have any thing to charge against the conduct of Vice-Admiral Sir H. Palliser, you do transmit the same to their Lordships as soon as may be. I have the honour to be, Sir,

Your most obedient humble Servant,

Hon. Admiral Keppel, &c. PH. STEPHENS.

SIR, *Admiralty, 26th Dec.* 1778.

AS the witnesses will be assembled at the trial of the Hon. Admiral Keppel, I beg leave to acquaint the Lords Commissioners of the Admiralty, that I shall be ready, so soon as that trial is over, to vindicate my own conduct and behaviour on the 27th of July, 1778; therefore desire their Lordships will be pleased to require Admiral Keppel to give in his charge as soon as may be, if he has any to make against me. I am, Sir,

Your most obedient humble Servant,

Ph. Stephens, Esq. HUGH PALLISER.

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SIR, *Audley-square, Sunday afternoon, 27th Dec.* 1778.

I HAVE to acknowledge the receipt of your letter of this day's date, inclosing a copy of a letter from Sir Hugh Palliser, acquainting the Lords Commissioners of the Admiralty, that as the witnesses will be assembled at my trial, he shall be ready, as soon as that trial is over, to vindicate his own conduct and behaviour on the 27th of July, and desiring that their Lordships will be pleased to require me to give in my charge as soon as may be, if I have any to make against him; in consequence of which, their Lordships are pleased to direct, that if I have any thing to charge against the conduct of Sir H. Palliser, I do transmit the same to their Lordships.

I desire you will express to the Lords Commissioners of the Admiralty, my great surprise at the contents of these letters. I learn by another letter you have favoured me with of the same date, that Sir H. Palliser's attendance at the Board has been dispensed with ever since he exhibited his charge against me. He appears to me, however, to think he has lost no part of his weight and influence at the Board, when he presumes to desire their Lordships to require me, in my present situation, to employ a thought about him, in any other character than as the author of that charge! and, for the present, at least, I must be excused in declining to give any other answer to your letter, I am, Sir,

Your humble Servant,

Ph. Stephens, Esq. A. KEPPEL.

SIR, *Audley-square, 2d Jan.* 1779.

THE Provost Marshal, who was directed by the Lords Commissioners of the Admiralty to take me into custody, informed me, that as their Lordships do not mean to give me unnecessary trouble, he was permitted to take my word of honour for my appearance at Portsmouth, on the 7th of this month; I have given him my word of honour accordingly, and am this day setting out upon my journey thither, of which I desire you will inform their Lordships.

And likewise, that you will acquaint them, I beg to be informed whether the Flag Officers of the Fleet, who were commanding at the Nore, in the Downs, and at Plymouth, at the time their Lordships received the charge against me, have all of them been chosen by their Lordships to be at Portsmouth, in a situation to sit at my trial. I am, Sir,

Your very humble Servant,

Ph. Stephens, Esq. A. KEPPEL.

SIR, *Portsmouth, 4th Jan.* 1779.

I MADE an early application to the Lords Commissioners of the Admiralty, after being acquainted by Mr. Secretary Stephens, that

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their Lordships intended that a Court Martial should be held for trying me on a charge of misconduct and neglect of duty on the 27th and 28th of July last, exhibited against me by Vice Admiral Sir Hugh Palliser, that the Captains of the King's ships serving in the fleet under my command on the 27th of July, might be summoned, and likewise other Officers; and since having notice given me, that the Court Martial is ordered to be assembled for my trial on Thursday the 7th instant, and that you are to act in your office as Judge-Advocate at the said trial; I, therefore, think it proper to acquaint you, that I desire the witnesses whose names are inserted in the list that accompanies this, may be summoned to attend to give their evidence before the Court. Others that occur to me, that I may have occasion to call for, I will transmit to you their names in time, as I may judge their evidence material or necessary. You will observe in the list of witnesses the name of the Hon. Captain Windsor, and Lieutenant Bertie, late of his Majesty's ship the Fox. Mr. Secretary Stephens has acquainted me, in consequence of my application to the Lords Commissioners of the Admiralty, that they have desired Lord Weymouth, one of his Majesty's principal Secretaries of State, to take such measures as should appear to him to be proper for procuring their appearance at my trial. Though the evidence of those gentlemen may be material, I have informed their Lordships, through Mr. Stephens, that should they not arrive by the day fixed for the assembling the Court Martial, I do not desire it may be put off on that account; however, I shall be glad to know from you, Sir, the result of the measures taken for their return to England, and if they are likely to be here by the 7th instant. I beg likewise, to be informed if there is any objection to the Captains sitting as members of the Court Martial to be held for my trial, who have been summoned either by me or Sir Hugh Palliser. I am, Sir,

George Jackson, Esq.
Judge-Advocate.

Your very humble Servant,
A. KEPPEL.

SIR, *Admiralty-Office, 4th Jan.* 1779.

I HAVE communicated to my Lords Commissioners of the Admiralty your letter of the 2d instant, acquainting them, that you have given your word of honour to the Provost Marshal to be at Portsmouth on the 7th instant, at the Court Martial to be held for your trial, you was about to set out for that place, and desiring to be informed whether the Flag-Officers who were commanding at the Nore, in the Downs, and at Plymouth, at the same time their Lordships received the charge against you, have all of them been chosen by their Lordships to be at Portsmouth in a situation to sit at your trial; and I am in return to acquaint you, that their Lordships have

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ordered the Flag-Officers who were commanding at the above mentioned places, at the time they received the charge against you, to repair immediately to Portsmouth, and hoist their flags. I have the honour to be, Sir,

Your most obedient humble Servant,

Hon. Admiral Keppel, &c. PH. STEPHENS.

Extract of a Letter from Sir Hugh Palliser to Admiral Keppel, dated Formidable, at Sea, Oct. 9th, 1778.

THESE prizes coming in our way are not unacceptable, but I know you would rather meet the French fleet. I am, with the greatest regard and respect, Dear Sir,

Your most obedient humble Servant,

HUGH PALLISER.

Extract of a Letter from Sir H. Palliser to Admiral Keppel, dated Pall-Mall, 3d Nov. 1778.

I THINK myself much entitled to have my conduct on the day we engaged the French fleet, justified by you, Sir, as Commander in Chief, from those foul aspersions, that I confess I have been expecting your offer to do it; I have waited for your coming to town to ask it; being now informed of your arrival, I lose no time in desiring you will contradict those scandalous reports that have been propagated as afore mentioned, by publishing in your own name the inclosed paper, which I have the honour to inclose herewith, or something to that effect, which may be more agreeable to you, and as may be agreed on, if you will permit me the honour to wait on you to-morrow morning.

I must beg the favour of your speedy answer, that my honour and reputation may not be farther wounded by delays. I am very respectfully, Sir,

Your very obedient humble Servant,

Hon. Admiral Keppel, &c. HUGH PALLISER.

HAVING seen a paragraph in the Morning Intelligencer of the 5th of last month, highly reflecting on the conduct of Vice-Admiral Sir Hugh Palliser, on the 27th of July last, when the fleet under my command engaged the French fleet; and the Vice-Admiral having informed me, that reports to the same purport have been propagated by some of the Officers of the Victory; I think it necessary in justice to Sir Hugh Palliser, to publish to the world, that his conduct on that day was in every respect proper, and becoming a good Officer; and I further declare, that when I made the signal in the evening for the ships to windward to bear down into my wake, and afterwards for particular ships of Sir Hugh's division to do so; he repeated those signals properly, and that the calling his and Vice-Admiral Sir Robert

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Harland's division into my wake in the evening, was not for the purpose of renewing the battle at that time, but to be in readiness for it in the morning; that, in obedience to the said signals, such of the ships of Sir Hugh Palliser's division as were in condition for it, did immediately bear down, as did the rest as soon as they were able; so that Sir H. Palliser and his whole division were all in my wake accordingly the next morning before day-light, ready for engaging.

Votes of Thanks of the two Houses of Parliament, and of the City of London, to the Honourable Admiral Augustus Keppel.

(COPY.)

SIR,

I HAVE the satisfaction to have received the commands of the House of Lords, *nemine dissentiente*, to transmit to you the thanks of their Lordships for your conduct in defending this kingdom, protecting its trade, and maintaining the honour of the British flag, expressed in the fullest and highest sense of applause.

No private voice can add to so splendid an encomium; permit me, however, to congratulate you on this distinguishing mark of approbation, which a grateful country confers on your zeal and merit in the service of the public. I have the honour to be, Sir,

Ormond-street, Your most obedient humble Servant,

16th Feb. 1779. THURLOW.

To the Hon. Admiral Keppel, &c.

Die Martis, 16 *Februarii*, 1779.

ORDERED, *nemine dissentiente*, by the Lords Spiritual and Temporal in Parliament assembled, That the thanks of this House be given to the Hon. Admiral Augustus Keppel, for his distinguished courage, conduct, and ability, in defending this kingdom in the course of the last summer, effectually protecting its trade, as far as his command extended, and more particularly for his having gloriously upheld the honour of the British flag on the 27th and 28th of July last; and that the Lord Chancellor do cause the same to be transmitted to the said Admiral.

ASHLEY COWPER,
Cler. Parliamentor.

MY LORD,

THE very distinguished notice which the House of Lords has been pleased to take of my services in the course of the last summer, confers on me the highest honour; the advantages which their Lordships have thought worthy of their thanks, are due to God's blessing, to the gallant behaviour of many great and able Officers who have

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served in the fleet, and to the bravery of the seamen. I can only say, that the warmest gratitude for this great honour and favour will make me ever desirous of meriting it by the most strenuous endeavours to serve my country.

I beg leave to return your Lordship my best thanks for the flattering and polite manner in which you have been pleased to communicate to me the resolution of the House. I have the honour to be, with much respect,

Your Lordship's most obedient,
And very humble Servant,
A. KEPPEL.

Audley-square, 17th Feb. 1779.

To the Right Hon. Lord Thurlow,
Lord Chancellor.

(COPY.)

Jovis; 18° Die Februarii, 1779.

ADMIRAL Keppel being come to the House, Mr. Speaker acquainted him, that the House had, on the 12th instant, ordered, that the thanks of this House be given to him, for his distinguished courage, conduct, and ability, in defending this kingdom, in the course of the last summer, effectually protecting its trade, and more particularly for his having gloriously upheld the honour of the British flag on the 27th and 28th of July last; and Mr. Speaker gave him the thanks of the House accordingly, as followeth, *viz.*

ADMIRAL KEPPEL,

This House have done you the distinguished honour of ordering their thanks to be given to you; an honour never conferred but upon extraordinary merit; which thanks it is my duty to communicate to you in your place.

After having sat so long in this chair, I hope it is unnecessary to declare that I have been always happy to obey the orders of the House; and I have now a particular satisfaction in that obedience. Indeed, every generous mind must feel satisfaction, when the day of honourable acquittal succeeds to the day of severe trial; and this pleasure was, I believe, never more general, nor more sincere, than upon the present occasion.

You, Sir, was called by your Sovereign, with the approbation of all descriptions of men, particularly those of your own profession, to a station of the utmost difficulty, and of the highest importance. The safety of this country, and the honour of the British flag, were trusted in your hands, when the enemy was expected on our coast; and, notwithstanding the most able discharge of this great and momentous trust, you was accused of misconduct and neglect of duty. But after

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a very long and full investigation, by men in every respect the best qualified to judge, that charge appeared to be ill grounded and malicious; and your judges have unanimously and honourably acquitted you, and have further added, that your conduct on the 27th and 28th days of July last, was that of a judicious, brave, and experienced Officer. Surely then, it cannot be matter of surprise that extraordinary marks of respect and esteem are shown to such a character. We now know with certainty that our confidence in you was not misplaced; and we entertain a well grounded hope that their still remain amongst the Naval Officers talents and abilities fully equal to this dangerous crisis.

Amidst this general joy, I cannot help repeating the singular pleasure which I feel in giving you the thanks of this House, which I now do, for your distinguished courage, conduct, and ability, in defending this kingdom in the course of the last summer, effectually protecting its trade, and more particularly for your having gloriously upheld the honour of the British flag on the 27th and 28th of July last.

Upon which Admiral Keppel said,

MR. SPEAKER,

It is impossible by any expressions I can use, to do justice to my feelings of gratitude to the House, for the honour they have done me by their approbation of my conduct.

The good opinion of my fellow citizens, expressed by the representatives of the nation, cannot but be received by me as a most acceptable addition to the satisfaction I felt in the recent sentence, to which you have been pleased to allude, of a Court Martial; the result of a full and deliberate enquiry, expressive of their sentiments of the subject referred to their examination, in terms equally honourable to themselves and to me.

The pleasure I feel at this moment is not a little heightened, by the unavoidable recollection of the very different emotions I felt when I was last in this House, and in this place.

I should be guilty of great injustice, if, on an occasion like the present, I neglected to inform this House, that my efforts for the public service, in the instances in which the House has been pleased to distinguish them, were most zealously seconded by many as gallant and able Officers as the Navy of England ever produced: to whose attention and spirit, next to the Divine Providence, the success of these efforts ought to be in a great measure ascribed.

I cannot sit down without returning to you, Sir, personally, my particular thanks, for the very obliging terms in which you have executed the commands of the House.

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On Saturday the 20th of February, the Committee appointed to present Admiral Keppel with the Freedom of the City, having waited on him at his house, Mr. Crosby, the senior Alderman, addressed him in the following manner:—

ADMIRAL KEPPEL,

THE citizens of London, amidst the acclamations of a grateful people, beg leave to express their joy on your honourable acquittal from a very heavy and severe charge of neglect and misconduct on the 27th and 28th of July last; a charge which appeared on your trial to be ill-founded and malicious.

The Committee, Sir, who now have the honour to wait on you, by order of the Lord Mayor, Aldermen, and Commons of the city of London, in Common Council assembled, are happy in this opportunity to testify their approbation of your conduct in the many signal services done to your country.

I think, Sir, I cannot express their sentiments better, than by reading to you the unanimous resolutions of the Court of Common Council.

PLUMBE, MAYOR.

RESOLVED Unanimously, That the thanks of this Court be given to the Hon. Augustus Keppel, Admiral of the Blue, for his long and faithful services to this country; for his ready acceptance, at the call of his Sovereign, of the important charge of Commander of the British fleet in time of imminent danger; for the anxious attention that appears in every instance of his conduct to the safety of this country; for his judicious, able, and spirited behaviour on the 27th of July last, in his attack on the French fleet; for his glorious and gallant efforts to renew the engagement in the afternoon of that day; efforts rendered unsuccessful through the want of obedience to his orders by the Vice-Admiral of the Blue; for the great protection given by him to our trade, to which we are entirely indebted for the safe arrival of the East and West India fleets; for his animating conduct and example, happily followed by such signal exertion of spirit and intrepidity in the Officers and seamen of the British fleet, as conveyed terror to our enemies, and obliged them to seek shelter in their own ports by an ignominious flight.

Resolved Unanimously, That the Freedom of the City be presented in a box made of Heart of Oak, with a proper device, ornamented and embellished with gold, to the Hon. Augustus Keppel, Admiral of the Blue, as a testimony of the very high respect and gratitude which the members of this Court entertain of his long and faithful services to his country.

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To which Admiral Keppel made the following reply:—

SIR,

I RECEIVE, with the greatest sense of gratitude, the approbation, which the City of London has been pleased to show of my endeavours to serve my King and country. The constitutional zeal which this great city has ever testified for the liberties of this kingdom, and for the succession in his Majesty's Royal House, renders every mark of their regard, a very high honour. I am happy, that the care of many excellent Officers and brave seamen, has contributed to the preservation of their trade, which makes so large a part of the national interest.

Poetry.

VERSES

TO THE MEMORY OF MR. BOSCAWEN,

A Midshipman in the Navy, Son of the late Admiral, who was unfortunately drowned as he was bathing in a Pond belonging to Sir CHARLES PRICE *of Jamaica.*

Written near his Grave by Dr. WALCOT.

FORLORN, from shade to shade I rove,
By Friendship's sacred spirit led,
Where horror wraps the twilight grove,
That glooming seems to mourn the dead.

Dear youth! tho' hence I wander far,
Thy fate will cloud each rising morn;
And lo! with evening's dewy star,
My tears shall bathe thy distant urn.

Remembrance often, with a sigh,
Shall view the spot where many a maid,
And many a swain, with swimming eye,
The tender rite of sorrow paid.

Remembrance often shall impart,
The smile of bliss on Albion's brow,
When kindling in thy youthful heart,
She saw the beam of valour glow.

Yes, Albion's genius with amaze,
Did oft thy warrior looks devour;
Proud to behold thy eagle gaze,
High fix'd on Glory's star-clad tower!

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How few the sighs of virtue mourn!
For few, alas! the friends she knows—
Yet here she moves a pilgrim lorn,
To bid her son in peace repose.

With sculpture let the marble groan,
Where flatt'ry mocks the lifeless ear—
How nobler far thy nameless stone,
Embalm'd by Pity's simple tear.

ODE TO PEACE.

O THOU, who bad'st thy turtles bear,
Swift from his grasp, thy golden hair,
And sought'st thy native skies;
When war, by vultures drawn from far,
To Britain bent his iron car,
And bade his storms arise!

Tir'd of his rude tyrannic sway,
Our youth shall fix some festive day,
His sullen shrines to burn;
But thou, who hear'st the turning spheres,
What sounds may charm thy partial ears,
And gain thy blest return!

O Peace! thy injur'd robes up-bind!
O rise, and leave not one behind,
Of all thy beamy train;
The British lion, Goddess sweet,
Lies stretch'd on earth to kiss thy feet,
And own thy holier reign.

Let others court thy transient smile,
But come to grace thy western isle,
By warlike Honour led!
And, while around her ports rejoice,
While all her sons adore thy choice,
With him for ever wed!

COLLINS.

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DEFINITIVE TREATY OF PEACE

Between his Britannick Majesty and the French Republick, his Catholick Majesty, and the Batavian Republick. Signed at Amiens, the 27th Day of March, 1802.

[PUBLISHED BY AUTHORITY.]

HIS Majesty the King of the United Kingdom of Great Britain and Ireland, and the First Consul of the French Republick, in the name of the French People, being animated with an equal desire to put an end to the calamities of war, have laid the foundation of Peace in the Preliminary Articles signed at London, the 1st of October 1801 (9th Vendemiaire, Year 10).

And as by the fifteenth Article of the said Preliminaries, it has been stipulated that Plenipotentiaries should be named on each side, who should proceed to Amiens for the purpose of concluding a Definitive Treaty, in concert with the Allies of the Contracting Powers;

His Majesty the King of the United Kingdom of Great Britain and Ireland has named for his Plenipotentiary the Marquis Cornwallis, Knight of the Most Illustrious Order of the Garter, Privy Counsellor to his Majesty, General of his Armies, &c.; the First Consul of the French Republick, in the name of the French People, the Citizen Joseph Bonaparte, Counsellor of State; His Majesty the King of Spain and of the Indies, and the Government of the Batavian Republick, have named for their Plenipotentiaries, *videlicet*, His Catholick Majesty Don Joseph Nicholas de Azara, his Counsellor of State, Knight, Great Cross of the Order of Charles III. his said Majesty's Ambassador Extraordinary to the French Republick, &c. and the Government of the Batavian Republick Roger John Schimmelpenninck, their Ambassador Extraordinary to the French Republick; who, after having duly communicated to each other their full powers, which are transcribed at the end of the present Treaty, have agreed upon the following Articles:

Art. I. There shall be peace, friendship, and good understanding, between his Majesty the King of the United Kingdom of Great Britain and Ireland, his heirs and successors, on the one part; and the French Republick, his Majesty the King of Spain, his heirs and successors, and the Batavian Republick, on the other part. The Contracting Parties shall give the greatest attention to maintain between themselves and their States a perfect harmony, and without allowing, on either side, any kind of hostilities, by sea or by land, to be committed for any cause or under any pretence whatsoever.

They shall carefully avoid every thing which might hereafter affect the union happily re-established, and they shall not afford any assistance or protection, directly or indirectly, to those who should cause prejudice to any of them.

Art. II. All the prisoners taken on either side, as well by land as by sea, and the hostages carried away or given during the war, and to this day, shall be restored, without ransom, in six weeks at latest, to be computed from the day of the exchange of the Ratifications of the present Treaty, and on paying the debts which they have contracted during their captivity. Each Contracting Party shall respectively dis-

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charge the advances which have been made by any of the Contracting Parties for the subsistence and maintenance of the prisoners in the country where they have been detained. For this purpose, a Commission shall be appointed by agreement, which shall be specially charged to ascertain and regulate the compensation which may be due to either of the Contracting Powers. The time and place where the Commissioners, who shall be charged with the execution of this Article, shall assemble, shall also be fixed upon by agreement; and the said Commissioners shall take into account the expences occasioned not only by the prisoners of the respective nations, but also by the foreign troops, who, before they were made prisoners, were in the pay, or at the disposal, of any of the Contracting Parties.

Art. III. His Britannick Majesty restores to the French Republick, and her Allies namely, his Catholick Majesty and the Batavian Republick, all the possessions and colonies which belonged to them respectively, and which had been occupied or conquered by the British forces in the course of the war, with the exception of the island of Trinidad, and the Dutch possessions in the island of Ceylon.

Art. IV. His Catholick Majesty cedes and guarantees in full right and sovereignty to his Britannick Majesty the island of Trinidad.

Art. V. The Batavian Republick cedes and guarantees in full right and sovereignty to his Britannick Majesty all the possessions and establishments in the island of Ceylon, which belonged, before the war, to the Republick of the United Provinces, or to their East India Company.

Art. VI. The Cape of Good Hope remains in full sovereignty to the Batavian Republick, as it was before the war.

The ships of every description belonging to the other Contracting Parties shall have the right to put in there, and to purchase such supplies as they may stand in need of as heretofore, without paying any other duties than those to which the ships of the Batavian Republick are subjected.

Art. VII. The territories and possessions of her Most Faithful Majesty are maintained in their integrity, such as they were previous to the commencement of the war.

Nevertheless, the limits of French and Portuguese Guiana shall be determined by the River Arawari, which falls into the ocean below the North Cape, near the Isle Neuve, and the Island of Penitence, about a degree and one third of North latitude. These limits shall follow the course of the River Arawari, from that of its mouths, which is at the greatest distance from he North Cape, to its source, and thence in a direct line from its source to the River Branco, towards the West. The Northern Bank of the River Arawari, from its mouth to its source, and the lands which are situated to the North of the line of the limits above fixed, shall consequently belong in full sovereignty to the French Republick. The Southern Bank of the said river from its source, and all the lands to the southward of the said line of demarkation, shall belong to her Most Faithful Majesty. The navigation of the River Arawari shall be common to both nations.

The arrangements which have taken place between the Courts of Madrid and of Lisbon, for the settlement of their frontiers in Europe, shall, however, be executed conformably to the Treaty of Badajoz.

Art. VIII. The territories, possessions, and rights of the Ottoman Porte, are hereby maintained in their integrity, such as they were previous to the war.

Art. IX. The Republick of the Seven Islands is hereby acknowledged.

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Art. X. The Islands of Malta, Gozo, and Comino, shall be restored to the order of Saint John of Jerusalem, and shall be held by it upon the same conditions on which the Order held them previous to the war, and under the following stipulations:

1. The Knights of the Order, whose Langues shall continue to subsist after the exchange of the Ratifications of the present Treaty, are invited to return to Malta as soon as that exchange shall have taken place. They shall there form a general Chapter, and shall proceed to the election of a Grand Master, to be chosen from amongst the natives of those nations which preserve Langues, if no such election shall have been already made since the exchange of the Ratifications of the Preliminary Articles of Peace. It is understood that an election which shall have been made subsequent to that period, shall alone be considered as valid, to the exclusion of every other which shall have taken place at any time previous to the said period.

2. The Governments of Great Britain and of the French Republick, being desirous of placing the Order of Saint John and the Island of Malta, in a state of entire independence on each of those Powers, do agree, that there shall be henceforth no English nor French Langues; and that no individual belonging to either of the said Powers shall be admissible into the Order

3. A Malteſe Langue shall be established, to be supported out of the land revenues and commercial duties of the Island. There shall be dignities, with appointments, and an Auberge appropriated to this Langue; no proofs of Nobility shall be necessary for the admission of Knights into the said Langue; they shall be competent to hold every office, and to enjoy every privilege in the like manner as the Knights of the other Langues. The municipal, revenue, civil, judicial, and other offices under the government of the Island, shall be filled, at least in the proportion of one-half, by native inhabitants of Malta, Gozo, and Comino.

4. The forces of his Britannick Majesty shall evacuate the Island and its dependencies within three months after the exchange of the Ratifications, or sooner if it can be done; at that period the Island shall be delivered up to the Order in the state in which it now is—provided that the Grand Master, or Commissioners, fully empowered according to the ſtatutes of the Order, be upon the Island to receive possession; and that the force to be furnished by his Sicilian Majesty, as hereafter stipulated, be arrived there.

5. The garrison of the Island shall, at all times, consist at least one-half of native Maltese; and the Order shall have the liberty of recruiting for the remainder of the garrison from the natives of those countries only that shall continue to possess Langues. The native Maltese troops shall be officered by Maltese, and the ſupreme command of the garrison, as well as the appointment of the Officers, shall be vested in the Grand Master of the Order; and he ſhall not be at liberty to divest himself of it, even for a time, except in favour of a Knight of the Order, and in consequence of the opinion of the Council of the Order.

6. The independence of the Islands of Malta, Gozo, and Comino, as well as the preſent arrangement, shall be under the protection and guarantee of Great Britain, France, Austria, Russia, Spain, and Prussia.

7. The perpetual neutrality of the Order and of the Island of Malta, and its dependencies, is hereby declared.

8. The ports of Malta shall be open to the commerce and navigation of all nations, who shall pay equal and moderate duties. These duties

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shall be applied to the support of the Maltese Langue, in the manner specified in paragraph 3, to that of the civil and military establishments of the Island, and to that of a lazaretto, open to all flags.

9. The Barbary States are excepted from the provisions of the two preceding paragraphs, until, by means of an arrangement to be made by the Contracting Parties, the system of hostility which subsists between the said Barbary States, the Order of Saint John, and the Powers possessing Langues, or taking part in the formation of them, shall be terminated.

10. The Order shall be governed, both in spiritual and temporal matters, by the same statutes that were in force at the time when the Knights quitted the Island, so far as the same shall not be derogated from by the present Treaty.

11. The stipulations contained in paragraphs 3, 5, 7, 8, and 10, shall be converted into laws and perpetual statutes of the Order, in the customary manner. And the Grand Master (or, if he should not be in the Island at the time of its restitution to the Order, his representative), as well as his successors, shall be bound to make oath to observe them punctually.

12. His Sicilian Majesty shall be invited to furnish 2000 men, natives of his dominions, to serve as a garrison for the several fortresses upon the Island. This force shall remain there for one year from the period of the restitution of the Island to the Knights; after the expiration of which term, if the Order of Saint John shall not, in the opinion of the guarantying Powers, have raised a sufficient force to garrison the Island and its dependencies, in the manner proposed in paragraph 5, the Neapolitan troops shall remain, until they shall be relieved by another force, judged to be sufficient by the said Powers.

13. The several Powers specified in paragraph 6, *videlicet*, Great Britain, France, Austria, Russia, Spain, and Prussia, shall be invited to accede to the present arrangement.

Art. XI. The French forces shall evacuate the kingdom of Naples and the Roman territory; the English forces shall in like manner evacuate Porto Ferrajo, and generally all the ports and islands which they may occupy in the Mediterranean or in the Adriatick.

Art. XII. The evacuations, cessions, and restitutions, stipulated for by the present Treaty, except where otherwise expressly provided for, shall take place in Europe within one month; in the Continent and Seas of America and of Africa within three months; and in the Continent and Seas of Asia within six months after the Ratification of the present Definitive Treaty.

Art. XIII. In all the cases of restitution agreed upon by the present Treaty, the fortifications shall be delivered up in the state in which they may have been at the time of the signature of the Preliminary Treaty; and all the works which shall have been constructed since the occupation, shall remain untouched.

It is farther agreed, that in all the cases of cession stipulated, there shall be allowed to the inhabitants, of whatever condition or nation they may be, a term of three years, to be computed from the notification of this present Treaty, for the purpose of disposing of their property acquired and possessed either before or during the war, in which term of three years they may have the free exercise of their religion and enjoyment of their property.

The same privilege is granted in the countries restored to all those, whether inhabitants or others, who shall have made therein any establishments whatsoever during the time when those countries were in the possession of Great Britain.

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With respect to the inhabitants of the countries restored or ceded, it is agreed that none of them shall be prosecuted, disturbed, or molested in their persons or properties under any pretext, on account of their conduct or political opinions, or of their attachment to any of the Contracting Powers, nor on any other account, except that of debts contracted to individuals, or on account of acts posterior to the present Treaty.

Art. XIV. All sequestrations imposed by any of the parties on the funded property, revenues, or debts, of whatever description, belonging to any of the Contracting Powers, or to their subjects or citizens, shall be taken off immediately after the signature of this Definitive Treaty. The decision of all claims brought forward by individuals, the subjects or citizens of any of the Contracting Powers respectively, against individuals, subjects or citizens of any of the others, for rights, debts, property, or effects, whatsoever, which, according to received usages and the law of nations, ought to revive at the period of peace, shall be heard and decided before competent tribunals; and in all cases prompt and ample justice shall be administered in the countries where the claims are made.

Art. XV. The fisheries on the coast of Newfoundland, and of the adjacent Islands, and of the Gulph of Saint Lawrence, are replaced on the same footing on which they were previous to the war; the French fishermen and the inhabitants of Saint Pierre and Miquelon shall have the privilege of cutting such wood as they may stand in need of in the Bays of Fortune and Despair, for the space of one year from the date of the notification of the present Treaty.

Art. XVI. In order to prevent all causes of complaint and dispute which may arise on account of prizes which may have been made at sea, after the signature of the Preliminary Articles, it is reciprocally agreed, that the vessels and effects which may have been taken in the British Channel, and in the North Sea, after the space of twelve days, to be computed from the exchange of the Ratifications of the said Preliminary Articles, shall be restored on each side; that the term shall be one month from the British Channel and the North Seas, as far as the Canary Islands inclusively, whether in the Ocean or in the Mediterranean; two months from the said Canary Islands as far as the Equator; and lastly, five months in all other parts of the world, without any exception, or any more particular description of time or place.

Art. XVII. The Ambassadors, Ministers, and other Agents of the Contracting Powers, shall enjoy respectively, in the States of the said Powers, the same rank, privileges, prerogatives and immunities, which publick Agents of the same class enjoyed previous to the war.

Art. XVIII. The Branch of the House of Nassau, which was established in the Republick formerly called the Republick of the United Provinces, and now the Batavian Republick, having suffered losses there, as well in private property as in consequence of the change of Constitution adopted in that country, an adequate compensation shall be procured for the said Branch of the House of Nassau for the said losses.

Art. XIX. The present Definitive Treaty of Peace is declared common to the Sublime Ottoman Porte, the Ally of his Britannick Majesty; and the Sublime Porte shall be invited to transmit its act of accession thereto in the shortest delay possible.

Art. XX. It is agreed that the Contracting Parties shall, on requisitions made by them respectively, or by their Ministers or Officers duly authorized to make the same, deliver up to justice, persons

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accused of crimes of murder, forgery, or fraudulent bankruptcy, committed within the jurisdiction of the requiring party; provided that this shall be done only when the evidence of the criminality shall be so authenticated as that the laws of the country where the person so accused shall be found, would justify his apprehension and commitment for trial, if the offence had been there committed. The expences of such apprehension and delivery shall be borne and defrayed by those who make the requisition. It is understood that this Article does not regard in any manner crimes of murder, forgery, or fraudulent bankruptcy, committed antecedently to the conclusion of this Definitive Treaty.

Art. XXI. The Contracting Parties promise to observe sincerely and *bonâ fide* all the Articles contained in the present Treaty; and they will not suffer the same to be infringed, directly or indirectly, by their respective subjects or citizens; and the said Contracting Parties generally and reciprocally guaranty to each other all the stipulations of the present Treaty.

Art. XXII. The present Treaty shall be ratified by the Contracting Parties in thirty days, or sooner if possible, and the ratifications shall be exchanged in due form at Paris.

In witness whereof, we, the underwritten Plenipotentiaries, have signed with our hands, and in virtue of our respective full powers, the present Definitive Treaty, and have caused our respective seals to be affixed thereto.

Done at Amiens, the 27th day of March 1802; the 6th Germinal, year Ten of the French Republick.

(L. S.) CORNWALLIS.
(L. S.) JOSEPH BONAPARTE.
(L. S.) J. NICHOLAS DE AZARA.
(L. S.) R. J. SCHIMMELPENNINCK.

SEPARATE ARTICLE.

It is agreed that the omission of some titles which may have taken place in the present Treaty shall not be prejudicial to the Powers or to the persons concerned.

It is further agreed that the English and French languages made use of in all the copies of the present Treaty shall not form an example, which may be alledged or quoted as a precedent, or in any manner prejudice the Contracting Powers whose languages have not been used; and that for the future what has been observed, and ought to be observed, with regard to, and on the part of, Powers who are in the practice and possession of giving and receiving copies of like Treaties in any other language, shall be conformed with; the present Treaty having nevertheless the same force and virtue as if the aforesaid practice had been therein observed.

In witness whereof, we, the underwritten Plenipotentiaries of his Britannick Majesty, of the French Republick, of his Catholick Majesty, and of the Batavian Republick, have signed the present separate Article, and have caused our respective seals to be affixed thereto.

Done at Amiens, the 27th day of March 1802; the 6th Germinal, year Ten of the French Republick.

(L. S.) CORNWALLIS.
(L. S.) JOSEPH BONAPARTE.
(L. S.) J. NICHOLAS DE AZARA.
(L. S.) R. J. SCHIMMELPENNINCK.

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MONTHLY REGISTER
OF
Naval Events.

THE following Letter has been sent from EVAN NEPEAN, Esq. Secretary to the Admiralty, to the Commander in Chief at the Ports of Portsmouth, Plymouth, Sheerness, and Chatham, dated the 26th of April, 1802.

"SIR, *Admiralty Office, April* 26, 1802.

"I am commanded by my Lords Commissioners of the Admiralty to signify their direction to you to acquaint the Captains and Commanders of his Majesty's ships and vessels which may be ordered to be paid off at Portsmouth, that, in order to give employment to as many Master's Mates and Midshipmen as possible, their Lordships have increased the number of Petty Officers to be borne on board the ships and vessels intended to be employed in time of peace; and that such of the said Master's Mates and Midshipmen who have passed for Lieutenants, or may have nearly served their time to qualify themselves to pass, and are desirous of employment without being able to obtain it, should make known their wishes to me, the latter stating the times of their service, and transmitting the Certificate of the Captains or Commanders with whom they have last served, and their behaviour during such services, I am, Sir, &c.

"EVAN NEPEAN."

We have a very peculiar gratification in recording the following distinguished mark of his Majesty's most gracious approbation of the services of that highly gallant and useful Corps, the Marines:

"SIR, *Admiralty Office, April* 29.

"The Earl St. Vincent having signified to my Lords Commissioners of the Admiralty, that his Majesty, in order to mark his Royal approbation of the very meritorious conduct of the Corps of Marines during the late war, has been graciously pleased to direct that the Corps shall in future be styled the ROYAL MARINES:

"I have great satisfaction in obeying their Lordships' commands to communicate this intelligence to you; and in offering their Lordships' congratulations on this testimony of the opinion his Majesty entertains of the very distinguished services of that part of his Forces to which you belong. I am, &c.

(Signed) "EVAN NEPEAN."

"*To Lieut. Gen.* SOUTER JOHNSTONE,
Commandant of the Marines."

In consequence of this highly honourable distinction their uniform will be altered from White to Blue Facings.

The Peace Establishment of the Royal Marines is to be 100 companies, a hundred men each—36 are to belong to the division at Chatham, 32 to Portsmouth, and 32 to Plymouth.

The pensions of navy officers' widows has been augmented from 20l. a year to 30l.

Before the Ville de Paris was paid off, her company presented their late Admiral, the Earl of St. VINCENT, with a silk flag, bearing his Lordship's arms, as a mark of their attachment and gratitude to him; at the same time they communicated to his Lordship their unanimous determination to repair to his flag, should it ever be again hoisted, or should he call on them for their services.

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PLYMOUTH REPORT,

FROM APRIL 24, TO MAY 26.

April 25. Wind S. W. Fair. The following anecdote of two seamen of the Impetueux, of 84 guns, Captain Sir Edward Pellew, deserves to be recorded:—the day the ship was paid off, two seamen came to the pay table rather intoxicated; Sir Edward had told them he would punish any men that were disorderly before hauling down his pendant. He had these two men ticked up, read the articles of war, and gave them a dozen each; when sober the next day the poor fellows finding how ill they had behaved, went to his lodgings and would not leave him till he granted them pardon, which he did, and the seamen departed in high good humour for having obtained his forgiveness.

26. Wind S. W. Cloudy. Yesterday the Marines took the duty of the Royal Naval Hospital, and relieved the Royal Garrison Battalions. One Mac Evoy, a Marine, of the Formidable, of 98 guns, just paid off, having robbed his comrade of his wages, was sentenced by a Court Martial to receive 500 lashes on the Hoe; he was drummed out as a thief and a disgrace to the Marine Corps. Went up the Harbour, the Ville de Paris, of 110 guns, to be stripped and paid off, her very excellent band was on the quarter deck as she passed the narrows, playing *Rule Britannia*, *God save the King*, &c. &c. which were answered by loud cheers from the Headlands.

27. Wind W N. W. Fair. This forenoon La Dedaigneuse, of 38 guns, Captain G Shortland, was paid off and her crew discharged, Captain S. commissioned her again directly; she is said to be destined for the Cape of Good Hope An extraordinary instance of naval expedition occurred in the circumstance of the sailing for Cork and return to this port, of La Suffisante, of 14 guns, Captain Nesham; she went for Cork with discharged Irish seamen, landed them, and actually performed the voyage there and back in three days and fourteen hours; she sailed again for Dublin with discharged Irish seamen. The Achille, of 84 guns, Captain Buller; the Centaur, of 74 guns, Captain Littlehales; Courageux, of 74 guns, Captain Sotheby; and the Belleisle, of 84 guns, Captain Ricketts; were this day paid off all standing; the crews discharged, and recommissioned again directly, the same Captains and Officers are re-appointed.

28 Wind N. W. Fair. All frigates 44 and 38 guns, on the Peace establishment, are, by order of the Admiralty, to have four Lieutenants each; all frigates of 36 guns, three Lieutenants each; and all below that rate two Lieutenants each; with Masters Mates and Midshipmen in proportion.

29. Wind N. W. Fair. Letters were this day received by J. Cleverton, Esq. Agent for prisoners of war here, from the Transport Board and from M. Otto, couched in the handsomest terms, expressive of their thanks for the great expedition used in shipping off the French prisoners for their own country. Came in two large transports from Egypt, with the gallant 50th regiment on board for Cork, they were forced in by contrary winds. One hundred and fifty seamen, discharged from different ships, were shipped on board the Hisgard, of 48 guns, Captain Wallis, for Cork, Waterford, and Dublin.

May 1. Wind N. W. Fair. Came in a frigate from Torbay, but it was so hazy, her number could not be made out. Orders came down this day for La Dedaigneuse, Captain Shortland, lying in Barnpool, to be victualled and stored for eight months; a number of the young nobility and gentry paid off, go out in her as midshipmen, to complete their servitude of six years, previous to their passing for Lieutenants at the Navy Board, she is said to be destined for the East Indies. Letters received this day from the Phœnix, of 44 guns, Captain Halsted, dated Gibraltar, March 29, state her safe arrival there from Malta and Minorca and that several other ships were arrived at Gibraltar, on their passage to England. Sailed the Hisgard for Ireland, with 150 discharged Irish seamen. This forenoon at dock a seaman was robbed by a woman of 56l. but luckily meeting her in Plymouth, he seized her and recovered 53l. of his property.

2. Wind N. Cold but Fair. An order has been received this day from the Lords of the Admiralty to the Sick and Hurt Board at the Royal Naval Hos-

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pital here, to receive all prisoners of war of any nation we have been at war with, during the late contest, who may arrive from foreign stations, and to victual them till they can be sent to their respective countries, a humane measure, and very creditable to the British Government. The King's most gracious warrant, constituting the marines of Plymouth, Portsmouth, and Chatham, his Majesty's royal corps of marines, for their eminent services during the late war, was received by Major General Bowater, and communicated in general orders; a grand dinner was given at the marine mess on the occasion, and in the evening the marines at quarters fired three excellent vollies, and the barracks were beautifully illuminated in one instant, by the tap of the drum, which had a very fine effect.—The attention paid to this valuable body of troops reflects honour on his Majesty's Government, and the Lords of the Admiralty.

3. Wind N. E. Fair but cold. Letters received from an Officer of the Racoon sloop of war, dated the 28th February last, state the arrival there of the Mondovi sloop of war from Egypt, she brings intelligence that the Turks and Mamelukes were at open war in upper Egypt, and much blood had been spilt on both sides. Vice Admiral Sir R. Bickerton, Bart. was preparing to sail from Malta, in the Madras, of 54 guns, Captain Dilkes, to endeavour to put a stop to this effusion of blood, and to try to effect an accommodation between both parties, if possible.

4. Wind N. Cold and Frosty. By a letter from the Weazle sloop of war, Captain Durban, which sailed with dispatches from this port some time since, it appears she arrived at Malta all well on the 27th of February. Orders came down to the Immortalite, of 40 guns, Captain Hotham, to take on board 150 Irish seamen for Cork and Waterford. Letters from Torbay, state, that all the ships had left the Bay, except a frigate and two gun brigs.

5. Wind N. E. Fair and Cold. Letters received from the Phœnix, of 44 guns, Captain Halsted, dated the 31st March, at Gibraltar, state, that she had taken in masts, spars, and other stores on board, and was to sail the next day for Malta, to refit the Kent, of 74 guns, which had carried away her masts in a violent gale of wind, on her passage from Alexandria to that Island. Went up the Harbour, to be stripped and paid off, the London, of 98 guns, Captain G. Murray; she came in from Torbay yesterday.

6. Wind N. E. Fair. The Ville de Paris, of 110 guns, and Uranie, of 44 guns, Captain H. Gage, are both paid off this day, and their crews discharged; both ships are to be laid up in ordinary. Sailed for Cork, Waterford, and Dublin, with 150 discharged seamen, the Amelia, of 44 guns, Captain Lord Proby.

8. Wind N. E. Fair. This day there was a grand dinner at the Crown Hotel, Dock, in honour of the Peace, the gallant Admiral Sir T. Pasley presided; there were 60 naval and military officers present on the joyful occasion.

9. Wind S. W. Cloudy. Letters from Alexandria, dated 21st of March, state, that a subscription had been opened among the officers of the army and navy there, to take down and ship for England, that celebrated pillar, called Cleopatra's Needle, situate on the banks of the Nile, it is intended as a present to his Majesty.

10. Wind variable, Fair. By the last returns to the Admiralty, it appears there are now in the River Tamar 62 ships in ordinary, from 120 to 18 guns; they are divided in six divisions, with a superintending master to each division. Went up the harbour to be stripped and paid off, the London, of 98 guns, Captain G. Murray, and the Oiseau, of 44 guns, Captain Phillips.

11. Wind S. W. Fair. This day the Resolue slop ship was laid up in ordinary. This day Nicholas Radford, a Blacksmith, was set in and upon the Pillory, near the Dock Gates, for one hour, pursuant to his sentence at the last Exeter assizes, before Mr. Justice Le Blanc, for beating out of some King's iron naval stores, the King's broad arrow; this is the first instance of an offender being pilloried in the town of dock, and the first punishment that has been inflicted since the passing the new act of Parliament, to prevent the embezzling King's naval stores.

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12. Wind S. W. Fair. The London, of 98 guns, Captain G. Murray, was this day paid off, and her crew discharged This day was received from the Admiralty, the Peace establishment of that valuable corps, the royal marines, the different divisions of Plymouth, Portsmouth, and Chatham are to consist of 100 companies on the following establishment, besides field officers, one captain, four subalterns, and one hundred rank and file, besides corporals, serjeants, and drummers. The Resolue slop ship, (of which Dr. M'Clellan was surgeon,) was this day stripped and paid off. The invention of a slop and receiving ship is justly attributed to this gentleman, and has saved the lives of hundreds of brave men this war, by the means he pursued in respect to cleanliness, besides the immense saving to government; Dr. M'Clellan has examined this war at this port fifty thousand seamen and landmen.

13. Wind N. W. Fair. La Dedaigneuse, of 38 guns, Captain Shortland is supplied with a time piece, which is a sure signal she is destined for a long voyage. This day orders came down for La Renard, of 24 guns, Captain Spicer, to get ready for the West Indies, to carry out dispatches of importance to Jamaica and the Leeward Islands, Captain Gregory is appointed to her, *vice* Captain Spicer made Post Captain in the Royal Navy.

14. Wind W. N. W. Fair and Cold. This forenoon marched into these quarters, several companies of royal marines, from different ships paid off at this port.

15. Wind N. E, Hail, Rain, and Sleet. This day Captain Byng was superseded in the Galathea, of 38 guns, on account of ill health, occasioned by long and severe cruises last winter, after the smugglers on the S. W. coast of Ireland for several months; he set off this day for Bristol hot wells, for the recovery of his health.

16. Wind N. Cold, but Fair. Came in from Falmouth, the Old Chatham, of 50 guns, many years receiving and convalescent ship at that port; she was so crazy, that the Suffisante, of 14 guns, Captain Nesham, was appointed to convoy her safe to this port; she came to in the Narrows, and at flood tide went up to her moorings in Hamoaze, to be paid off and broken up. Admiral Sir T. Paisley, Bart. has hoisted his flag on board the Belleisle, of 84 guns, Captain Ricketts; and Rear Admiral Dacres also hoists his flag at the mizen of the Centaur, of 74 guns.

17. Wind N. Severe Frost and Snow. Sailed the Immortalite, of 40 guns, Captain H. Hotham, with 150 discharged seamen for Cork, Waterford, and Dublin. Came in from Cork, the Fisgard, of 48 guns. Captain Wallis. This forenoon four Captain's parties of Royal Marines, consisting of a Captain, two Lieutenants, and 60 privates, embarked on board the Belleisle, of 84 guns, Achille, of 84 guns, Courageaux, of 74 guns, and Centaur, of 74 guns. Seamen enter very slowly, as their money is not yet expended.

18. Wind S. W. Showery. Came in from Malta, with part of the ancient Royal Irish Regiment of Fencibles on board, the Alligator, armed en flute, Captain Beaver; she left the island the 21st of March, in company with another transport, which she parted with in a violent gale of wind; she touched at Gibraltar, and staid there eight days to wood and water; left the men of war and troops all well at both garrisons. Dispatches came down this day from the Admiralty, which were put on board La Dedaigneuse, of 38 guns, Captain Shortland, lying in Barnpool; her destination is certainly the Cape of Good Hope.

19. Wind S. W. Rain. Letters from Malta of a late date, state, that Vice Admiral Sir R. Bickerton, Bart. had hoisted his flag on board the Madras, of 54 guns, Captain Briggs, and had sailed for Alexandria to interpose his good offices between the Mameluke Beys and the Turks. Rear Admiral Sir J. Saumarez. K. B. was hourly expected in Valetta Roads from Gibraltar, in the Cæsar, of 84 guns, to witness the evacuation of Malta, according to the Treaty of Peace, by the British and Austrian troops. Passed up a large fleet, but it was so hazy could not make out their private signals. It blew last night a terrible gale of wind at S. W. but providentially without damage to the ships.

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20. Wind E. Hard Rain. Came in, after a fine passage from Jamaica for this port, the Ann brig, with a valuable cargo of rum and sugar; she left our fleet at Port Royal, all well and healthy. By accounts from St. Domingo was learnt that the French army under General Le Clerc had made but little progress into the interior, and the army was continually thinned by fatigue, frequent harassing skirmishes, or sickness Sailed La Revolutionnaire, of 44 guns, Hon. John Murray, with discharged Irish seamen, for Belfast and Dublin; also for Leith, the Blanche, of 36 guns, Captain Daines, with discharged Scotch seamen.

21. Wind E. N. E. Fair. Came in the Hazard, of 18 guns, Captain Butterfield, from Cork; and from Cove of Cork, with victualling stores, the Princess Royal armed victualler, Captain Tracey; and the Aggressor gun brig, from a cruise. To-morrow Admiral Sir T. Paisley, Bart. strikes his flag at the main of the Belleisle, of 84 guns, and is to be succeeded in the command at this port by Rear Admiral Dacres, whose flag as Rear Admiral of the White is flying at the mizen of the Centaur, of 74 guns, Captain Littlehales.

22. Wind S. E. Fair. This day Captain Osborne arrived from town, and took the command of the St. Fiorenzo, of 40 guns, lying in the Sound. Mr. Whitford, coroner for Devon, took an inquest on the body of a Royal Marine at Tavistock, who drank such a quantity of raw spirits that he expired immediately.

23. Wind S. E. Fair. Sailed for Cork, the Hazard, of 18 guns, Captain Butterfield. This day was landed at the Pier, from the Rosario, of 18 guns, Captain G. Bryan (now a Post Captain), 20,000l. in specie, in dollars, which came home from Jamaica for the merchants in London; the Rosario spoke, in long. 14 W. the ship Princess Royal, Captain Langley, all well, on her passage to the Windward Islands.

24. Wind S. E. Fair, but with Lightening. This day Admiral Sir T. Paisley, Bart. struck his flag, and set off for London. The men of war then shifted the blue ensigns to St. George's colours, in compliment to Rear-Admiral Dacres, Commander in Chief of the Navy at this port. Came in the Plymouth tender, Captain Lee, with all the naval stores from the Depot at Falmouth for this yard. Several bags of Dutch letters for the Cape of Good Hope and Ceylon, came down this day to the post office, and were put on board La Dedaigneuse, of 36 guns, Captain G. Shortland.

25. Wind S. E. Fair. An Admiralty messenger came down with dispatches for the Leeward Islands and Jamaica, in 36 hours from London, which were put on board La Renard, of 24 guns, lying in the Sound; she sailed at eight P. M. last night with a fine wind, she carries out several commanders to their different ships in the West Indies, and to supersede those commanders made post captains on that station, Captain Spicer being among the Post Captains, was superseded last night, by Rear Admiral Dacres putting in a newly made commander.

PORTSMOUTH REPORT,

FROM APRIL 24, TO MAY 23.

April 25. Arrived the Calcutta armed transport, Captain Anderson, with invalid sailors and soldiers for Jamaica. Sailed the Amethyst, of 38 guns, Captain Glynn, on a cruise.

26. Arrived the Blenheim, of 74 guns, Captain Bover, from the Downs, and the Amelia, of 44 guns, Captain Lord Proby, from Plymouth. Sailed the Diamond, of 38 guns, Captain Griffiths, with dispatches for Lisbon.

27. Arrived the Galgo, of 14 guns, Captain Hawkins, from the Downs.

28. Sailed the Amelia, of 44 guns, Captain Lord Proby, for Plymouth; and the Carysfort, of 28 guns, Captain Drummond, on a cruise.

29. Arrived the Clyde, of 38 guns, Captain Cunningham, and the Unicorn, of 32 guns, Captain Wemyss, from Plymouth, they are bound to the eastward to be paid off.

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30. Arrived the Canada, of 74 guns, Captain Yorke, and La Nymphe, of 36 guns, Captain S. Douglas, from Torbay, to be paid off.

May 1. Arrived the Beaulieu, of 44 guns, Captain Poyntz, from Torbay. Sailed the Basilisk, gun-brig, to the eastward.

2. Sailed the Latona, of 38 guns, Captain Sotheron; Clyde, of 36 guns, Captain Cunningham; and Unicorn, of 32 guns, Captain Wemyss, to the eastward to be paid off; Acasta, of 38 guns, Captain Wood, with discharged seamen for Malta, Sicily, and Naples; and the Raven, of 16 guns, Captain Saunders, with discharged men for Leith.

4. Arrived the Magicienne, of 44 guns, Captain Ogilvy, and Sirius, of 36 guns, Captain King, from Torbay; and the Censor, Bold, and Starling, gun-vessels, from cruising.

5. Arrived the Lapwing, of 28 guns, Captain Rotheram, from Leith; and the Hound, of 16 guns, Captain Saradine, with discharged seamen, for the Downs. Sailed the Beaulieu, of 44 guns, Captain Poyntz, from Marcou.

6. Arrived the Barfleur, of 98 guns, Rear Admiral Collingwood, Captain Ommanney, from Torbay. Sailed the Penelope, of 36 guns, Captain Blackwood, for Marcou; and the Sophie, of 18 guns, Captain Burdett, for Jersey.

7. Sailed the Ambuscade, of 36 guns, Hon. Captain Colville, for Marcou.

8. Sailed the Mallard, gun vessel, for Marcou.

9. Sailed the Calcutta, armed transport, Captain Anderson, to the eastward.

10. Arrived the Sylph, of 18 guns, Captain Goate; Atalante, of 16 guns, Captain Griffiths; Childers, of 16 guns, Captain Crawford; and Megæra, of 14 guns, Captain Newhouse, from Torbay; also the Sophie, of 18 guns, Captain Burdett, from Jersey; and the Constance, of 24 guns, Captain Mudge, from Lisbon.

11. Arrived the Falcon, of 16 guns, Captain Nash, from Cork.

14. Arrived the Ambuscade, of 36 guns, Honourable Captain Colvill. Sailed the Carysfort, of 28 guns, Captain Mundy, on a cruise after smugglers. She will return in a few days to be paid off.

15. Arrived the Beaulieu, of 44 guns, Captain Poyntz; and the Penelope, of 36 guns, Hon. Captain Blackwood, from Marcou.

16. Arrived the Redbridge schooner, Lieutenant Lempriere, from Jersey. Sailed the Sophie sloop of war, Captain Burdett, with discharged seamen, for Dublin.

17. Arrived the Revolutionaire frigate, Honourable Captain Murray, from Plymouth; and the Morgiana sloop of war, Captain Otter, from Martinique.

18. Arrived the Scorpion gun-vessel, from Poole.

19. Arrived the Seaflower brig, Lieutenant Murray, from Jersey; and the Starling gun-vessel, from Marcou.

20. Arrived the Carysfort frigate, Captain Mundy, from a cruise; Eugenie, sloop of war, Captain Somerville, from the Downs; and the Advice, advice-boat, Lieutenant Robertson, from Jersey. Sailed the Hound sloop of war, Captain Maxwell, for the Mediterranean.

21. Arrived the Iris frigate, Captain Atkins, from Lymington, where she landed the Dutch seamen who were paid off at Chatham.

22. Arrived the Diamond frigate, Captain Griffiths, with dispatches from Lisbon.

Promotions and Appointments.

Vice Admiral Pigott and Lord Radstock to be Admirals of the Blue.

Rear-Admirals of the Red Sir G. Home and Sir C. Cotton, to be Vice-Admirals of the Blue.

Rear-Admirals of the White J. W. Payne and Sir R. Calder, to be Rear Admirals of the Red.

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The following Commanders are promoted to the rank of Post-Captains:

Richard Bridges	Jeff. Raigersfield	George Miller
Henry Wray	S G. Sarville	Hon. Wm. French
Richard Poulden	Charles Bullen	George Blake
Robert Sance	Joseph Prodie	Edw Sneyd Clay
Dan. Woodriff	Cornelius Luinton	Thomas Richbell
Chas. Ryder	James Dunbar	Thomas Briggs
D. Dobree	Wm. Butterfield	Benjamin Carter
Philip Somerville	C P. Price	J. T. Digby
Richard Pellowe	John Newhouse	Hon. F. P. Irby
John Dick	Richard Byron	Charles Inglis
Peter Ribouleau	George Tobin	Charles Carter
Henry Probyn	John Wainwright	Thomas Browne
John Nash	James Sanders	John Conn
Stephen Rains	Wm. Richardson	Edward Kendall
Thomas Hand	W H. Webley	Fs. Godolphin Bond
William Skipsey	Richard Jones	Stephen Folvill
F. P. Edworth	Richard Hawkins	John B. Edwards
M. Buckle	Thomas Cowan	W. Henryson
John Allen	Wm. Henry Daniel	Clotw. Upton
E. H. Columbine	Geo. C. Pulling	W. H. Tremlett
Christopher Neville	Jacob Walton	Coryndon Boger
George Bowen	David Colby	Rich. Hatherill
James Noble	William Hoste	Lord Vis Falkland
A. J. Griffiths	George Davies	Samuel Pym
George Burdett	James Coutts Crawford	George Argles
James Nash	John Hayes	Rt. Howe. Bromley
Peter Spicer	J. C. Rowley	Thos. Chas. Brodie
James Seward	John Winne	Hon. D. P. Bouverie
I. Taylor Mitchell	T. G. Shortland	Frederick Thesiger
Andrew Sproule	M. B. Praed	Chas. Worsley Boys
Henry Duncan	John Whyte	Ernest Brawn
T. P. Durell	Samuel Mottley	Robert Fanshawe
Alexander Becher	Edw. W. Browne	Abraham Grosset
William Day	John S. Rouett	Samuel Jackson
Pat. Tonyn	G. R. Collier	Robert Barric
George Reynolds	William Ricketts	—— Russel
John Hatley	James Dalrymple	—— Innes
James Holmes Coffin	Alex. Skene	S. Warren

The following Lieutenants are promoted to the rank of Commanders:

Rosenhagen	Coote	Towers
Harding	Neave	Neville *
M Bradby	Herring	Karr
Innes	Bateman	Bennett
Oldham	Digby	Fane.
Joyce	Cleather	

Mr. Clarke, of the Barfleur, is made a Lieutenant.

Captain S. Ferris is appointed to L'Hercule, *vice* Luke.

Captain Bradley to the Cambrian, *vice* Towry.

Captain Woolfe to the Galatea, *vice* Byng.

Captain B. Dacres to the Blanch, *vice* Hammond, absent on leave.

Captain Broughton to the Penelope, *vice* Blackwood.

Captain A. Fraser to the Amphion, *vice* Bennett.

Captain O. Hardy to the Achille, *vice* Buller.

Captain Gregory to the Reynard, *vice* Spicer.

Captain Fane to the Childers, *vice* Crawford.

* This Gentleman bore a very conspicuous part in boarding La Chevrette French corvette, when she was cut out from under the French batteries at Brest, in sight of the French fleet. *See page* 322.

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Captain Roby to the Eugenie, *vice* Somerville.

Captain Ommaney to the Falcon, *vice* Nash.

Captain M. Dod to the Galgo, *vice* Hawkins.

Captain W. H. Falknor to the Alonzo, *vice* Stackpoole.

Captain Corbett to the Bittern, *vice* Kittoe.

Captain Vincent to the Arrow.

Captain Atkins, to the Iris, of 50 guns, *vice* Woodhouse, who is appointed to the Resistance, *vice* Digby.

Captain Oughton to the Leander, the flag ship of Sir A. Mitchell.

Captain D. Lloyd to the Aurora, *vice* Caulfield.

Captain H. Vansittart to the Magicienne.

Captain Bingham to the St. Fiorenzo.

Captain Larmour to the Endymion.

Captain Plampin to the Courageux.

Captain Owen to the Immortalité.

Captain Somerville to the Nemesis.

Captain Brentor to the Calypso.

Captain Malbon to the Aurora.

Captain Maxwell to the Hound.

Captain Mundy to the Carysfort.

Captain D. Pater to the Penelope.

Lieutenant Hughes to the Camilla.

Mr. John Gaze, late Master of the Indefatigable, to the Camilla.

MARRIAGES.

At Bath, Captain Ricketts, late Commander of his Majesty's ship Ville de Paris, to Miss Gumbleton, daughter of the late R. Gumbleton, Esq. of Castle Richard, in the county of Waterford.

Captain C. Ogle, of the Royal Navy, to Miss Charlotte Gage, sister of Lord Gage.

Lieutenant Lovell, of the Royal Navy, to Miss Ann Westbrook, second daughter of Mr. Westbrook, merchant, of Gosport.

At Mary-le Bone Church, Captain Ogilvy, of the Royal Navy, to Miss Morley, eldest daughter of the late James Morley, Esq.

The Rev. W. Bussell, Curate of the Parish of Kingston, to Miss F. Yates, daughter of J. L. Yates, Esq. Purser of the Prince George.

May 22. Lieutenant Fleetwood, to Miss Randall, daughter of the late William Randall, Esq.

May 25. At St. Andrew's, Plymouth, Captain Pym, of the Royal Navy, to Miss Lockyer, daughter of E. Lockyer, Esq. George-street.

OBITUARY.

A few days since, Captain Amherst Morris, of the Navy.

At Beccles, in Suffolk, R. Purvis, Esq. Captain in the Royal Navy, and one of his Majesty's Justices of the Peace for that county. He was a brave Officer and social friend.

At Tobago, of the yellow fever, Mr. William M'Leay, Commander of the ship Diana, of London, in the 33d year of his age.

At the Royal Naval Hospital, Plymouth, after a lingering illness, Mr. J. Smith, jun. (late of the Magnanime, of 44 guns), son of Captain J. Smith, many years in the victualling service from that port to Cork.

At Malta, much lamented, Captain Buchanan, of the Haarlem, of 64 guns. His remains were escorted with military honours from the ship to Valetta Fort, and from thence to the cathedral church, and buried very near the tomb of the lamented General Abercrombie.

Suddenly, Mr. Elphinstone, Surgeon of the Weazle.

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R.t Hon.ble Edward Lord Hawke

Admiral & Commander in Chief of the F.

Pub.d by J. Field late Bunney & Gold 169 Shoe Lane 30 June 1802

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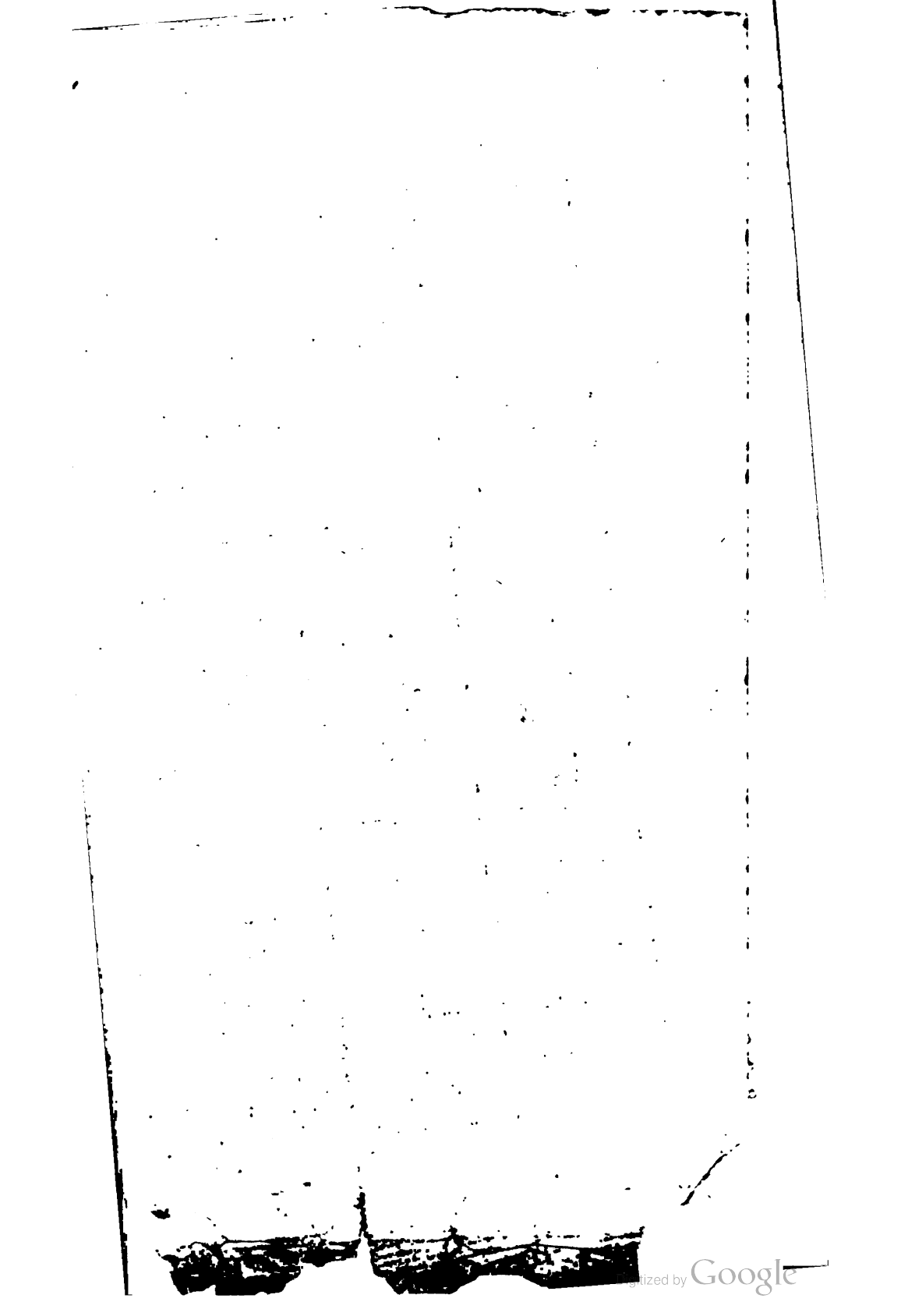
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R.T HON.BLE EDWARD LORD HAWKE

Admiral & Commander in Chief of the Fl

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BIOGRAPHICAL MEMOIRS OF

THE LATE EDWARD LORD HAWKE,

ADMIRAL OF THE WHITE SQUADRON, AND VICE-ADMIRAL OF GREAT BRITAIN.

How sleep the brave, who sink to rest,
By all their country's wishes blest!

COLLINS.

EDWARD Lord Hawke, was the only son of Edward Hawke, of Lincoln's-Inn, Esq. Barrister at Law, by Elizabeth his wife, relict of Colonel Ruthven. Being intended for the Navy while yet a boy, he received an education suitable to the line of life he was to pursue. Having passed through the subordinate stations of the service, and acquired a very perfect knowledge of every branch of his duty, he was, in the year 1733, made Commander of the Wolf sloop of war, and in March 1734, he was promoted to the rank of Post-Captain, and appointed to the command of the Flamborough.

In 1740, he got the Lark, of 40 guns, with which ship he was dispatched to the Leeward Islands. On his return from that station he was appointed to the Portland, of 50 guns. He was soon afterwards removed to the Berwick, of 74 guns, one of the ships ordered at that time to the Mediterranean to reinforce the fleet under Admiral Mathews.

On their return from the Mediterranean his ship was paid off, after which he continued for ten years unemployed, a circumstance not a little vexatious to a mind so full of ardour and enterprise. The affair off Toulon between Admiral Mathews and the combined fleet of France and Spain, afforded Hawke the first opportunity of displaying that decisive intrepidity which was destined to render such essential services to his country, and to raise him to the summit of naval glory. In the early part of that action the enemy's ship the Poder had driven the Princessa and Somerset out of the line, which being perceived by Hawke, he immediately bore

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down upon her till he came within pistol-shot, he then discharged his whole broadside into her, and repeated his fire with such uncommon rapidity, and with so much effect, that in twenty minutes he compelled her to strike.

From this time till 1747, we have not been able to procure any account of this renowned Officer. It is reported, that he was brought to a Court-Martial, and sentenced to be dismissed the Service, for breaking the line in the action off Toulon; but that he was restored to the Service, by the express command of his Majesty George the Second. We have enquired into the truth of this circumstance, but do not find it authenticated either by official documents, or on any good authority. Neither Collins, nor the well-informed author of the Biographia Navalis, give credit to it.

In July 1747, Hawke was promoted to the rank of Rear-Admiral of the Blue, and soon after got the command of a squadron ordered to sea, for the purpose of intercepting a fleet of merchantmen, collected at the Isle of Aix, and destined for America, together with a formidable force, under the command of *M. de L'Etendiere, Chef d'Escadre.* He sailed from Plymouth on the 9th of August, with the following ships under his command:—

THIRD RATES.

Devonshire,	66	555	Rear-Adm. Lord Hawke, Capt. Moore,	
Kent,	64	480		Fox,
Edinburgh,	70	480		Coates,
Yarmouth,	64	500		Saunders,
Monmouth,	70	480		Harrison,

FOURTH RATES.

Princess Louisa,	60	400	Watson,
Windsor,	60	400	Hanway,
Lion,	60	400	Scott,
Tilbury,	60	400	Harland,
Nottingham,	60	400	Saumarez,
Defiance,	60	400	Bentley,
Gloucester	50	300	Durell,
Portland,	50	300	Stevens.

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A tedious cruise was at last repaid by a sight of the French squadron on the 10th of October, at seven o'clock in the morning. He was then in the lat. 47. 49. longitude from Cape Finisterre 1. 2. W. The signal for the enemy being in sight was made by the Edinburgh. A general chase immediately commenced, and in less than an hour the whole of the enemy's ships were in sight, but crowded together in such a manner, as to prevent their being counted. At ten o'clock, Hawke made the signal to form the line of battle ahead. At half-past ten, Captain Fox, of the Kent, informed the Admiral, that the enemy's fleet consisted of twelve large ships of war, with a fleet of merchant vessels and transports under their convoy. The transports and merchantmen were soon perceived to bear away large, with a pressed sail, while the ships of war were forming the line astern for their protection. Hawke finding that he lost time by endeavouring to form the line ahead, made the signal for a general chase. In less than half an hour, the headmost of the English fleet had neared the enemy so considerably, that the signal was made for that ship to commence the action, which she accordingly did. In about fifteen minutes the engagement became general from van to rear. The French were inferior in point of force, but had the advantage of the weather-gage. A well-directed and brisk fire was maintained on both sides, with the utmost spirit. But the great object of Hawke was to bring the enemy to close action, which, owing to his being leeward, he was for a while unable to accomplish. With great difficulty he at last succeeded in getting close alongside of a French fifty-gun ship, which in five minutes he compelled to strike. Leaving the smaller ships in the rear to take possession of his prize, he hauled his wind, and pushed on to the support of the Eagle and Edinburgh, the latter of which had lost her fore-top-mast, and both of which had sustained great damage. But his endeavours to relieve them were obstructed by the Eagle falling on board the Devonshire; having had her wheel shot away, and her braces and bowlines destroyed, she

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was rendered altogether unmanageable. Hawke, in consequence of this circumstance, was obliged to bear away, in doing which, however, he attempted to close with a French seventy-four gun ship, but the breeching of his lower-deck guns at this time giving way, he thought it prudent to allow his ship to shoot ahead of the enemy in order to repair them. The enemy perceiving that some accident had happened, kept up a constant and well-directed fire of single guns, with a view to dismast him, before he had time to repair the injury he had sustained. But Capt. Harland of the Tilbury, perceiving the enemy's intention, completely defeated it, by running in between the Frenchman and the Admiral's ship, and keeping her in action until the latter was in a condition to renew the engagement. The Admiral had no sooner secured his guns, than he made the signal for close action, having observed some of the ships of his fleet at too great a distance. In a few minutes he closed himself with the Terrible, of 74 guns, which, after a long and resolute resistance, he compelled to surrender; and about this time six more of the enemy's ships struck their colours. Night now coming on, and the British fleet being much dispersed, he made the signal to bring to; but the action continued to leeward during a great part of the night. In the morning, however, he had the mortification to find that instead of the complete success he promised himself from the continuance of the action, the enemy's fleet were out of sight, the Tonnant, of 74 guns, which had struck, had effected her escape, and Captain Saumarez, of the Nottingham, had fallen. In the shattered condition of his fleet, and with the prizes he had taken, he considered it imprudent to pursue the enemy. He, therefore, dispatched a sloop of war express to the West Indies to warn Commodore Pocock of the approach of the French fleet, so that he might take the necessary measures.

The event just [illegible] measure, for a great part of the [illegible] Commodore Pocock, through [illegible] ence of

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the information he had received. Of the prizes taken by Hawke in the action, one only was in a condition to make sail, and he was accordingly obliged to lay to in order to erect jury-masts, and put them in a fit state to proceed to England.

On the 31st of October, he arrived with his prizes at Portsmouth; and as a reward for his distinguished bravery and good conduct on this occasion he was made Knight of the Bath. In the month of January 1748, he was appointed to the command of a squadron with which he was ordered to cruise in the English Channel. During this cruise two of the ships of his squadron were fortunate enough to fall in with and capture a French line of battle ship, which had been dismasted in a gale of wind. On the conclusion of Peace in the July following, he returned to Spithead, and his squadron was paid off. He was, however, desired to hold himself in constant readiness to take upon him any command which the exigencies of the State might require; and accordingly in 1749, he was directed to proceed with a squadron to convoy the transports at that period taken up by Government to convey the new settlers to the province of Nova Scotia.

On his return from that service he was ordered to sit as President of a Court-Martial held on board the Invincible, at Portsmouth, for the trial of Samuel Couchman, the First Lieutenant, and John Morgan, Lieutenant of Marines, with several other Officers, for a conspiracy to seize his Majesty's ship the Chesterfield, to which they belonged, and to carry her off to the coast of Africa. The Court adjudged Couchman and Morgan to be shot, and the Carpenter, Carpenter's mate, and one seaman, to be hanged, on all of whom that sentence was accordingly executed.

In 1750, he was appointed to the command of the fleet at Portsmouth; and in the autumn of that year he entertained on board his flag-ship, then lying at Spithead, their Royal Highnesses the Prince and Princess of Wales, an honour no

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Admiral had then ever before received. He continued in the command at Portsmouth till 1755, when he was advanced to the rank of Vice-Admiral of the White, and appointed to the command of a fleet consisting of eighteen ships, for the purpose of cruising on the coast of France, to watch the motions of the French Navy, the equipment of which at this period amounted to an infraction of the Treaty of Peace. On the 29th of September he returned into port, being relieved by Admiral Byng; but when that Officer was ordered to proceed to the Mediterranean, Hawke resumed the command of the fleet, in which he continued until upon the recall of Admiral Byng, he was directed to proceed to Minorca. He accordingly proceeded thither in the Antelope; the object which the French had in view having been accomplished before his arrival, he had no opportunity of retrieving the honour of that fleet, which the misconduct of Byng had unfortunately tarnished. He however remained master of the Mediterranean during the remainder of this year, when he returned to England, and was appointed to command a squadron, destined for the expedition against Rochfort, under the command of Sir John Mordaunt. He sailed on this expedition on the 8th of September 1757. His force consisted of sixteen ships of the line, two bomb-ketches, two fireships, two busses, one store-ship, and fifty-five transports, on board of which were embarked ten regiments of infantry, two of marines, a squadron of light-horse, and a train of artillery. Having sailed from St. Helens with a fair wind, he bore away to the westward for the Isle of Oleron, whither the fleet arrived on the 20th. Captain Knowles was then appointed to cover the landing, and for that purpose to proceed with his division in the transports to Basque Road, the conquest of the Isle of Eax being the first object of the expedition. But an unfortunate difference of opinion having arisen amongst the Officers of the army about the mode of conducting the intended operations, the debarkation of the troops did not

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take place; and after a discussion of five days between Sir John Mordaunt and his Officers, a council of war was called on the 25th on board the Neptune, at which it was determined "*that the attempt on Rochfort was neither advisable nor practicable.*" How they could have acquired the information that led them to this determination we are at a loss to conceive; for all that had yet been done, was to send Admiral Broderick to sound and reconnoitre the coast. Hawke at last became indignant at such irresolute conduct, and wearied with the delay, the bad effects of which were sufficiently obvious to every one, he made a signal on the 28th for all Commanding Officers of ships and regiments, to repair on board the Ramilies. When they assembled it was resolved to land in the course of the night. The utmost expedition was accordingly used in preparing for the intended descent, the success of which it was hoped might efface the remembrance of the inglorious delay which had taken place. But a fresh gale springing up, in the beginning of the night, just as the boats had left the ships, it was found impracticable to fetch the shore, and they were compelled to return. On the day following, finding that the Commander in Chief of the land forces was making no arrangement for another attempt at landing, Hawke addressed a letter to him, representing the indispensable necessity, either of proceeding to some decisive operations, or of returning to England with the fleet. To this letter Sir John Mordaunt replied, that he thought all attempts against the place would prove fruitless, and that he, therefore, was of opinion they should abandon the project and return. On the receipt of this, Hawke weighed anchor with his whole fleet, and arrived at Spithead on the 6th of October. The popular clamour which was raised on this occasion was excessive, and of course indiscriminating. Though the failure of the expedition was in no way attributable to Hawke, yet he was censured in all the public journals with as much asperity as Mordaunt; and, forgetful of his former services, he was loaded with a degree of opprobrium, from

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the effects of which, nothing but those services, and his own genuine magnanimity, could have preserved his reputation unblemished. Such are the consequences to which a single misfortune may expose the greatest men, in the progress of their military career.

Ministers, however, knew where the blame lay, and brought Sir J. Mordaunt to a Court-Martial, where the evidence that was examined so completely exculpated Hawke, that the clamours of the public soon subsided.

On the 22d of October, he again sailed for the coast of France, with a view to blockade the enemy's ports; and he continued during the winter on that station. In the spring of 1758, he returned to Spithead, and in March sailed again with seven ships of the line, and several frigates, for the Isle of Rhé, off which he arrived on the night of the 3d of April. The squadron continued to play off and on, till the morning of the 4th, when they made sail for Basque Road. At day-break he discovered an enemy's squadron with a numerous convoy to windward. He immediately gave chase, but the wind baffling him, the enemy effected their escape, and got into St. Martin's on the Isle of Rhé. Upon this he bore away to Basque Road, in a line of battle ahead, and in the afternoon discovered a squadron and convoy lying off the Isle of Aix. He observed their force to consist of one ship of 74 guns, three of 64 guns, one of 60 guns, and about forty transports. This armament, on board of which were embarked 3000 troops, was under orders to proceed to Louisbourg to reinforce the garrison of that place, and Hawke being acquainted with this circumstance, knew the importance of destroying it. Accordingly at half past four o'clock, he made the signal for a general chase to the S. E. At five the enemy began to cut their cables, and in the utmost consternation, endeavoured to escape. At six o'clock, the French Commodore slipped his cable, by which time several of the English ships had worked up within gun-shot of him. Many of the French ships were now close in shore; and being aware that there was not

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sufficient depth of water to follow them, he brought up at half-past six, off the Isle of Aix. At five the next morning all the enemy's ships were discovered aground, and nearly dry, at the distance of five or six miles. As soon as the flood-tide made, he put his best pilots into the Intrepid and Medway frigates, and they warped in shore above a gun-shot. The enemy were now seen to be particularly busy in getting boats from Rochfort to assist them, in warping their ships through the soft mud in which they lay as the flood-tide floated them. In order to facilitate this they threw their guns, stores, &c. overboard. By this means, and their great exertions, they succeeded in getting their ships of war as far as the mouth of the river Charente, where it was not possible for the English to approach near enough even to annoy them. The transports were dragged on shore near the Isle Madam, and so protected by a shoal, that no injury could be done them. On the 5th, Captain Ewer of the marines was dispatched, with 140 men, to the Isle of Aix, to destroy the works which the enemy were employed in erecting. This service was effected without opposition, and by Hawke's peremptory commands, without giving the smallest disturbance to the inhabitants. Having thus completely frustrated the enemy's intended expedition to Louisbourg, and thereby accomplished one of the principal objects he had in view, he returned to England.

Soon after his arrival he was appointed second in command of the fleet under Lord Anson, fitted out for the purpose of covering a descent then meditated on the coast of France near Cherbourg. He continued his flag in the Ramilies; and on the 1st of June sailed with the fleet for the coast of France. But being seized with a fever soon after the arrival of the fleet in the bay of Biscay, he was obliged to resign his command, to return to England for his recovery. The effects of this severe illness prevented him from going again on service during the remainder of the year. But his health being at length re-established, he got

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the chief command of the Channel Fleet, at that time very considerably strengthened, in order to oppose the formidable armament equipped by France, for the purpose of invading Britain. He sailed from Portsmouth on the 18th of May, and for six months he rode triumphant off Brest, keeping that port in a state of blockade; and the French Admiral submitted to this mortifying circumstance, rather than hazard a general action. At last a strong westerly wind drove Hawke from his station, which, after endeavouring for upwards of twenty days to regain, he was compelled to put into Plymouth Sound on the 8th of November, and the enemy seizing that opportunity put to sea.

On the 14th of November, the Marquis de Conflans sailed from Brest with his whole fleet, and steered for Quiberon Bay, with a view to capture or destroy a small English squadron stationed there for the purpose of intercepting a fleet of transports, destined for the invasion of Ireland. Hawke having shifted his flag to the Royal George, sailed in pursuit of Conflans on the very day that he left Brest. The result of his pursuit, so memorable in the naval annals of England, has been described by himself so much in detail, and with such admirable perspicuity, that not to give it in his own words, would be to disregard the taste and judgment of our readers :—

SIR, *Royal George, off Penris-point, Nov. 24, 1751.*

IN my letter of the 17th, by express, I desired you would acquaint their Lordships with my having received intelligence of eighteen sail of the line and three frigates of the Brest squadron, being discovered about twenty-four leagues to the N. W. of Belleisle, steering to the eastward. All the prisoners, however, agree, that on the day we chased them their squadron consisted, according to their accompanying list, of four ships of 80 guns, six of 74 guns, three of 70 guns, eight of 64 guns, one frigate of 36 guns, one of 34 guns, and one of 16 guns, with a small vessel to look out. They sailed from Brest the 14th instant, the same day I sailed from Torbay. Concluding that their first rendezvous would be Quiberon, the instant I received the intelligence I directed my course thither with a pressed sail. At the first, the wind blowing hard at S. by E. and S. drove us considerably

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to the westward, but on the 18th and 19th, though variable, it proved more favourable. In the mean time, having been joined by the Maidstone and Coventry frigates, I directed their Commanders to keep ahead of the squadron, one on the starboard and the other on the larboard bow. At half past eight o'clock in the morning of the 20th, Belleisle, by our reckoning, bearing E. by N. one-fourth N. the Maidstone made the signal for seeing a fleet. I immediately spread abroad the signal for a line abreast, in order to draw all the ships of the squadron up with me. I had before sent the Magnanime ahead to make the land: at three-quarters past nine she made the signal for an enemy. Observing, on my discovering them that they made off, I threw out the signal for the seven ships nearest them to chase, and, by drawing into a line of battle ahead of me, endeavour to stop them till the rest of the squadron should come up. The other ships were also to form as they chased, that no time might be lost in the pursuit. That morning the enemy were in chase of the Rochester, Chatham, Portland, Falkland, Minerva, Vengeance, and Venus, all which joined me about eleven o'clock; and in the evening the Saphire from Quiberon Bay. All the day we had very fresh gales from N. W. and W. N. W. with heavy squalls. M. Conflans kept going off under such sail as all his squadron could carry, and at the same time keep together, while we crowded after him with every sail our ships could bear. At half past two P. M. the fire beginning ahead, I made the signal for engaging. We were then to the southward of Belleisle, and the Admiral headmost; he soon after led round the Cardinals, while his rear was in action. About four o'clock the Formidable struck, and a little after the Thesée and Superbe were sunk, about five the Heros struck, and came to an anchor, but it blowing hard no boat could be sent on board her. Night was now come on, and being on a part of the coast among islands and shoals, of which we were totally ignorant, without a pilot, the greatest part of the squadron being in the same situation, it also blowing hard on a lee shore, I made the signal to anchor, and came to in fifteen fathom of water, the island of Dumet bearing E. by N. between two and three miles, the Cardinals W. half S. and the Steeples of Crozie S. E. as we found next morning.

In the night we heard many guns of distress fired, but the violence of the wind, our want of knowledge of the coast, and whether they were fired by a friend or an enemy, prevented all means of relief.

By day-break on the 21st, we discovered one of our ships dismasted on shore, the French Heros also, and the Soleil Royal, which, under cover of the night, had anchored among us, cut and ran ashore to the westward of Crozie. On the latter's moving, I made the Essex's

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signal to slip and pursue her; but she unfortunately got upon the Four, and both she and the Resolution are irrecoverably lost, notwithstanding we sent them all the assistance the weather would permit. About fourscore of the Resolution's company, in spite of the strongest remonstrances of their Captain, made rafts, and, with several French prisoners belonging to the Formidable, put off, and I am afraid drove out to sea. All the Essex's are saved (with as many of the stores as possible), except one Lieutenant and a boat's crew, who was drove on the French shore, and have not since been heard of. The remains of both ships are set on fire. We found the Dorsetshire, Revenge, and Defiance had, during the night of the 20th, put to sea, as I hope the Swiftsure did, for she is still missing. The Dorsetshire and Defiance returned next day; and the latter saw the Revenge without. Thus, what loss we have sustained has been owing to the weather, not the enemy, seven or eight of whose line of battle ships got to sea, I believe, the night of the action.

'As soon as it was broad day-light in the morning of the 21st, I discovered seven or eight of the enemy's line of battle ships at anchor, between Point Penris and the river Villaine, on which I made the signal to weigh, in order to work up and attack them; but it blowed so hard from the N. W. that instead of daring to cast the squadron loose, I was obliged to strike top-gallant-masts. Most of their ships appeared to be aground at low water; but on the flood, by lightening them and the advantage of the wind under the land, all, except two, got that night into the river Villaine.

'The weather being moderate on the 22d, I sent the Portland, Chatham, and Vengeance, to destroy the Soleil Royal and Heros. The French on the approach of our ships, set the first on fire, and soon after the latter met the same fate from our people. In the mean time I got under way, and worked up within Penris Point, as well for the sake of its being a safer road, as to destroy, if possible, the two ships of the enemy which still lay without the Villaine; but before the ships sent ahead for that purpose could get near them, being quite light, they got in with the tide of flood.

'All the 23d we were employed in reconnoitring the entrance of that river, which is very narrow, with only twelve foot water on the bar, at low water. We discovered at least seven, if not eight line of battle ships, about half a mile within, quite light, and two large frigates which appeared to have guns in. By evening I had twelve long-boats fitted as fireships, ready to attempt burning them, under cover of the Saphire and Coventry; but the weather being bad, and the wind contrary, obliged me to defer it, till at least the latter

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should be favourable; if they can by any means be destroyed, it shall be done.

In attacking a flying enemy, it was impossible, in the space of a short winter's day, that all our ships should be able to get into action, or all those of the enemy brought to it. The Commanders and companies of such as did come up with the rear of the French, on the 20th, behaved with the greatest intrepidity, and gave the strongest proofs of a true British spirit; in the same manner, I am satisfied, those would have acquitted themselves, whose bad going ships, or the distance they were at in the morning, prevented from getting up. Our loss by the enemy is not considerable, for in the ships which are now with me, I find only one Lieutenant and thirty-nine seamen and marines killed, and about 202 wounded. When I considered the season of the year, the hard gales on the day of action, a flying enemy, the shortness of the day, and the coast we were on, I can boldly affirm that all that could possibly be done, has been done. As to the loss we have sustained, let it be placed to the account of the necessity I was under of running all risks to break this strong force of the enemy. Had we had but two hours more day-light, the whole had been totally destroyed, or taken, for we were almost up with the van when night overtook us.

Yesterday came in here the Pallas, Fortune, and the Proserpine fireship. On the 16th I had dispatched the Fortune to Quiberon, with directions to Captain Duff to keep strictly on his guard. In his way thither she fell in with the Hebe, a French frigate of forty guns, under jury masts, and fought her several hours. During the engagement Lieutenant Stuart, Second of the Ramilies, whom I had appointed to command her, was unfortunately killed. The surviving Officers on consulting together, resolved to leave her, as she proved too strong for them. I have detached Captain Young to Quiberon Bay with five ships, and am making up a flying squadron to scour the coast to the Isle of Aix, and if practicable to attempt any of the enemy's ships that may be there.

I am, Sir, &c.

EDWARD HAWKE.

List of Ships with Sir EDWARD HAWKE.

Ships.	*Guns.*	*Men.*	*Commanders.*
Royal George,	100	880	Admiral Hawke, Captain Campbell,
Union,	90	770	Admiral Hardy, Capt. Evans,
Duke,	90	750	Graves,
Namur,	90	780	Buckle,

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Ships.	Guns.	Men.	Commanders.
Mars,	74	600	Commodore Young,
Warspite,	74	600	Capt. Sir John Bentley,
Hercules,	74	630	Fortescue,
Torbay,	74	700	Keppel,
Magnanime,	74	700	Lord Howe,
Resolution,	74	600	Speke,
Hero,	74	600	Edgcumbe,
Swiftsure,	70	520	Sir T. Stanhope,
Dorsetshire,	70	520	Denis,
Burford,	70	520	Gambier,
Chichester,	70	520	Willet,
Temple,	70	520	Wash. Shirley,
Revenge,	64	480	Stor,
Essex,	64	480	Obrien,
Kingston,	60	400	Shirley,
Intrepid,	60	420	Maplesden,
Montague	60	420	Rowley,
Dunkirk,	60	420	Digby,
Defiance,	60	420	Baird.

The following frigates joined Sir Edward between Spithead and Belleisle:—

Rochester,	50	350	Capt. Duff,
Portland,	50	350	Arbuthnot,
Faulkland,	50	350	Drake,
Chatham,	50	350	Lockhart,
Minerva,	32	220	Hood,
Venus,	36	240	Harrison,
Vengeance	28	200	Nightingale,
Coventry,	28	200	Burslem,
Maidstone,	28	200	Digge,
Saphire,	32	220	Strachan.

A List of the French squadron which came out of Brest, November 14th, 1759.

Ships.	Guns.	Men.	Commanders.
Soleil Royal,	80	1200	Admiral Conflans,
Tonnant,	80	1090	Vice-Adm. Beaufremont,
Formidable,	80	1000	Rear-Adm. Du Verger,
L'Orient,	80	1000	
L'Intrepide,	74	815	
Le Glorieux,	74	815	

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Ships.	Guns.	Men.
Le Thesée,	74	815
Le Heros,	74	815
La Robuste,	74	815
Le Magnifique,	74	815
La Juste,	70	800
Le Superbe,	70	800
Le Dauphin,	70	800
Le Dragon,	64	750
Northumberland,	64	750
La Sphinx,	64	750
Le Solitaire,	64	750
Le Brilliant,	64	750
L'Eveille,	64	750
La Bizarre	64	750
L'Inflexible,	64	750
La Hebe,	40	
La Vestale,	34	
L'Aigrette,	36	
La Calipso,	16	

Le Prince Noir, a small vessel to look out.

The above ships were all in company when the action began, except the Hebe.

On the 17th of January 1760, Hawke returned to Portsmouth, where he landed amidst the acclamations of the people. On his arrival in London a few days afterwards he was introduced to his Majesty, who received him with the most distinguished marks of his favour. A pension of 2000l. *per annum*, was settled on him for his own life, and the lives of his two sons, with a continuation to the survivor of them. The public rejoicings on the occasion were proportioned to the magnitude and importance of the victory; and he must have felt a generous triumph in hearing the praises of those who before were so loud in their undeserved censures of his conduct. It is a curious fact, that on the very day of this glorious victory, Hawke was hanged in effigy in the streets of London. This singular instance of popular violence, may teach great men how to appreciate the applauses of the multitude.

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On the 28th of January he attended in his place in the House of Commons as member for Portsmouth, when the Speaker informed him, that the House had unanimously resolved, "That their thanks should be given him for the late splendid victory over the French fleet," and accordingly delivered them in the following terms:—

SIR EDWARD HAWKE,

THE House has unanimously resolved, that their thanks be given to you, for the late signal victory obtained by you over the French fleet.

You are now, Sir, happily returned to your country, after a long but most important service; you are returned victorious, triumphant, and full of honour. You meet the applause of your countrymen in their minds and hearts, and which they had manifested before in all the outward demonstrations of public joy and congratulation.

Your expedition was of the nearest and most affecting concern to us—the immediate defence of his Majesty's kingdom against a disappointed and enraged enemy, meditating in their revenge, our destruction at once. Your trust, therefore, Sir, was of the highest nature; but to which your characters of courage, fidelity, vigilance, and abilities, were known to be equal. You soon freed us from fears, and have answered all our hopes, that bravery and conduct could give, or turbulent seas and seasons would admit of; even the last did not disturb or diminish your spirit and vigour. You had overawed the enemy in their ports, in their chief naval force, till shame, perhaps, or desperation, brought them forth at last. You fought them, subdued them; and, in their confusion and dismay, made those, who could escape, to seek their security in flight and disgrace.

Thus their long preparing invasion was broken and dispelled, and which cannot but bring to our remembrance the design and the fate of another armada (in a former age of glory), whose defeat was at that time the safety of England, and the lasting renown of the English Navy.

These, Sir, are your late eminent services to your King and Country, and have been now enumerated; not from an imagination that they are unknown any where, or can be ever forgotten, but that your presence with us makes them to rise, with their first strength, in our thoughts, as the recounting them must give us a fresh spirit of joy in our acknowledgments of them; our acknowledgments then, Sir, you have for these your past services. Permit us to add our expectations too of what may be your future merits, in the defence

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of the rights and honour of your country, wherever you shall again command.

It is a very pleasing office to me, to convey these thanks of the House to you; and I do give you, in the name of the Commons of Great Britain, their thanks, for the late signal victory, obtained by you, over the French fleet.

Upon which Sir Edward Hawke said,

MR. SPEAKER,

I own myself greatly at a loss, as to the proper manner of acknowledging the great honour conferred on me by this august House, in their distinguished approbation of my conduct, on the 20th of November last. In doing my utmost I only did the duty I owed my King and Country, which ever has been, and shall be, my greatest ambition to perform faithfully and honestly to the best of my ability. I can only assure this Honourable House, that I receive this mark of honour with the greatest respect, and shall ever retain the most grateful sense of it.

Before I sit down, permit me, Sir, to return you my most respectful thanks, for the obliging manner in which you have communicated to me the great honour done me by this House, which I shall ever esteem as the highest obligation.

From this period until the month of August following no naval operations took place, and Hawke continued in London. He was then ordered to hoist his flag again in the Royal George, and to repair to Quiberon to relieve Admiral Boscawen, in the command of the fleet on that station. But during the time he remained there, the enemy gave him no opportunity of adding to the glory he had so well acquired; and after destroying a small fort on the island of Dumet, he returned to Portsmouth.

In 1761, he was again ordered to the coast of France with a powerful fleet to watch the motions of the enemy. In this service, he has been accused of inactivity by a celebrated naval historian; but after an attentive examination of all the circumstances of his conduct, we can perceive nothing remiss or blameable in it. The purpose for which he was stationed on the coast of France was, to blockade the ports of Brest, Bourdeaux, and Rochelle, and that purpose he effectually fulfilled. That the enemy never once gave him

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an opportunity to attack them, is a fact universally admitted. That he not only prevented all vessels from entering or coming out of the ports we have mentioned, but completely cut off every sort of communication between them and the sea, is also a fact which has been satisfactorily authenticated. How then does this alleged inactivity appear? The naval historian, perhaps, thought that Hawke should have attempted to destroy the enemy's fleet in the port of Brest. But of the practicability of such an operation, we shall leave our readers to determine, whether the historian in his closet, or the Admiral at his station was the most competent judge.

On Hawke's return from this service, he was elected one of the Elder Brethren of the Trinity House; and soon afterwards he was honoured with the freedom of the city of Dublin.

In May 1762, he was ordered to sea with seven sail of the line and two frigates, with a view to intercept a small squadron that had escaped from Brest, under cover of a thick fog, destined for the attack of Newfoundland. But he was not fortunate enough to fall in with this squadron, and after an uninteresting cruise of some weeks, he returned to port. Immediately on his arrival he was appointed to the command of ten sail of the line and three frigates, and ordered to proceed to Lisbon, which city was at that time threatened to be attacked by the combined force of France and Spain. But the arrival of the English fleet in the Tagus under the command of Hawke, was alone sufficient to deter the enemy from putting their threat in execution. He had, therefore, no opportunity of distinguishing himself on this occasion; and the peace of Paris which took place soon afterwards, put a period to his active services.

On his return home he was made Rear-Admiral of England; and two years afterwards he was appointed First Lord of the Admiralty, and at the same time Vice-Admiral of England. He continued to preside at the Board of Admiralty with the same distinguished ability to which alone he owed his elevation, till the year 1771, when he volun-

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tarily resigned his place. Some years subsequent to his resignation, he was raised to the Peerage by the style and title of Baron Hawke, of Towton, in the county of York.

He was now advanced in years, and depressed by infirmities; but his zeal for the Navy remained unabated. The part he took in the memorable trial of Lord Keppel, we have already noticed in our Memoirs of that Officer. His conduct on that occasion was strongly characteristic of his generous and independent spirit, as well as of the lively interest which he felt in the affairs of a service, which, from the glory of his public actions, and the example of his private virtues he may be said to have endowed.

In 1779, he retired to a country seat at Sunbury, in Middlesex, where he died on the 17th of October 1781. He married Catherine, daughter of Walter Brooke, Esq. of Burton Hall, in the county of York, and by that lady he had three sons and one daughter. She died on the 28th of October 1756, and he continued a widower during the rest of his life.

We subjoin the following epitaph taken from a monument which was erected to his memory in the parish church of Stoneham, in Hampshire; the praise which it bestows is strictly just, a merit which very rarely belongs to sepulchral inscriptions:—

D. O. M.

This monument is sacred to the memory of
EDWARD HAWKE,
Lord Hawke, Baron of Towton, in the county of York,
Knight of the Bath,
Admiral and Commander in Chief of the Fleet,
Vice-Admiral of Great Britain, &c. &c.
Who died October 17th, 1781,
Aged 76.

The bravery of his soul was equal to the dangers he encountered; the cautious intrepidity of his deliberations, superior even to the conquests he obtained; the annals of his life compose a period of naval glory, unparalleled in later times, for wherever he sailed victory attended him: a Prince, unsolicited, conferred on him dignities—
He disdained to ask.

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MR. EDITOR,

BY inserting the accompanying extract of a letter in your much admired Naval Chronicle, you will oblige many of the friends and relatives of the late lamented Admiral Lord HUGH SEYMOUR.

19th of June, 1802. A SUBSCRIBER.

Extract of a Letter written by an Officer who was with the late Lord Hugh Seymour when he died.

FAIN would I delineate the admirable character of my late highly respected friend, could I find expressions any way equal to the attempt. The following lines appear to me peculiarly appropriate to what he was:—

Rising he displays
His godlike presence. Dignity and grace
Adorn his frame, and manly beauty join'd
With strength Herculean. On his aspect shines
Sublimest virtue, and desire of fame
When justice gives the laurel; in his eye
The unextinguishable spark which fires
The souls of patriots, while his brow supports
Undaunted valour, and contempt of death.

Such indeed was this accomplished gentleman, this zealous gallant Officer, this fond and affectionate husband and father, this sincere friend.

In no man was ever more conspicuous the dignity of high birth, or the true consequence of an elevated situation, yet such was the conciliating manner and elegant grace which accompanied his words and actions, that as he never rose too high on professional, so he never sunk too low on convivial occasions.

His ambition was confined within the most just bounds, he sought true honour only by truly honourable means, and was governed at all times by principles of genuine rectitude.

In the duties of his profession he was always persevering, penetrating and indefatigable, his conduct in battle stands high in the annals of fame. On service his look of satisfaction caused a general animation, or his frown a general sense of error. To know the perfection of his nature he must have been seen in all the various situations of life. The fire of heroism beaming from his eye in the day of battle would not give an idea of the mind of the departed, unless his soft and

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mournful glances at his almost expiring Lady could also have been seen. The gentle yet lively joy when hope brought a smile upon his countenance, and the playful vivacity when his beloved children were clambering about him must all be known and understood before the whole of the character of this truly great man can be duly appreciated. Happy should I be if the descriptive powers of my mind could vie with the affectionate warmth of my heart.

No one was more exact in his choice of Officers, but his particular anxiety was to have a Chaplain whose good sense and conduct in life should be a comment on the doctrines he taught, as he always paid the most marked and respectful attention to all matters in which the interests of religion were concerned, and the British Navy will, for a long series of time, have reason to exult not only in the professional eminence to which the example and attentions of his Lordship has raised many young men whom he patronized, but in those just and honourable principles which it was his chief pride to see grow up under his auspices.

Were I to describe to a painter the highest wrought scene I ever witnessed, it would be that when with his lovely wife *, hourly expecting the stroke of death, he received the Sacrament from Mr. Ward, the Chaplain of the Sans Pareil.

Herself with uplifted hands and closed eyes, the most lovely figure fancy can form, inspiring the idea, that when death closed her mortal career, her change to one of the host of Heaven would be imperceptible, and his noble impressive figure in which was seen manly fortitude striving to overcome the fine feelings of the keenest anguish, formed a group never to be long absent from the thoughts of those who partook in the ceremony, and witnessed the agonizing though heart-improving scene. When the last illness seized the excellent person whose character is here imperfectly attempted, the same great and amiable soul was shown in every action; calm and collected, he first directed the course of his professional charge, and afterwards expressed all his wishes respecting his beloved wife, whom he thought still alive, and darling children. Then he turned his attention to what he knew his most important duty.

May that distressing final moment of his so truly honourable and useful life, have been to him the opening into a scene of glory! and may the first spirit which bids him welcome to the regions of bliss, be the angelic woman whose happiness and welfare was his latest earthly care!

* The late Lady Horatia Seymour arrived in England in May 1801, and died the 12th of July, but the melancholy news did not reach Jamaica, till a few days after his Lordship's decease.

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NAVAL LITERATURE.

An Account of the Bay of Manilla, of the Rivers near the Environs, and of the Phenomenon of a Quantity of Fish thrown up near Manilla in 1767. *Taken from* M. GENTIL'S *Voyage in the Indian Seas; and never before translated into English.*

THE city of Manilla is very pleasantly situated on the coast of a very large bay. This bay is very safe for vessels, which may land any where at eighteen and twenty fathom depth.

There is a bank all round the bay, so that at two leagues from shore the water is only two fathoms deep, which is occasioned by the great number of rivers that discharge themselves into the bay; and that carry with them earth and sand, which by the natural motion of the sea is thrown back again to the shore.

These overflowings occasion great changes in many parts of the bay, and may even in time diminish its size; but the current, which is very considerable, particularly in the middle, will keep it nearly in the same state; for the rivers meeting the current, it carries them off with part of the things they bring with them.

The bay of Manilla is full of fish. This great abundance of fish is no doubt the reason why the shores of this bay and the environs of Manilla are so peopled, for whom a handful of rice, and fish is sufficient for subsistence, in a country where they find both in abundance. Such a people will soon render populous such a country. As soon as night comes on at Manilla the Indians go to fish; the bay is then as one may say covered with boats, each boat has a light; one sometimes sees 300 lights, which has a very pretty effect. The quantity of fish these Indians get from the bay is not only sufficient for daily consumption, but they salt them and keep them for the season when they cannot fish; they have beside this, enough to manure the earth; that which is used for this purpose is small, flat, and round, not more than two inches in diameter; it is in the shape of a moon, and did not appear to me to grow beyond the size here mentioned. This species multiplies incredibly, they lay them on the beds of gardens, they leave them so for some days, and afterwards turn the earth many times; this is the only manure the Indians use in their gardens, which seemed to me very well kept.

The mouth of the river of Manilla is in this bay, opposite the citadel; this mouth has a bar which stops the passage to vessels; but in the fine season they may land three quarters of a league from the

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city opposite the bar; the fine season is when the north-east and east winds blow; the footing is very good. The 10th of December 1767, I saw an English vessel withstand a severe squall of wind without driving; it is true she lost her cut-water, her bowsprit, her mizen-mast, and her gallery. The safest way is to go to Cavité during the season of hurricanes and of the west winds. Cavité is in fact the port of Manilla, and is about three leagues from it by sea.

The 22d, the 23d, and the nights of the 23d and 24th of September 1767, at full moon, there came very near Manilla so great a quantity of dead fish, that if I had not seen it, I do not think I should have credited it from the report of another; the shore was covered with them for more than a quarter of a league; we do not mean that it was spread as if it were sown here and there, it formed a layer on the shore; in short, there was enough to fill twenty carts.

In any other country, perhaps, this fish would have been neglected and lost; the Indians of Manilla, and of the villages, passed part of the day and of the night in picking up this fish; what they could not eat they dried, or manured their gardens with.

I reflected very much on this singular phenomenon, and it is thus I think the fact may be explained:—

The famous volcano of Taal is fifteen or eighteen miles from Manilla, in the middle of the lake, the earth trembles frequently in the environs of the volcano, and the fire which comes from it heats the waters of the lake so much, that I have been assured one could not bear the heat to the hand any time. It is then very probable, that these subterraneous fires had at this time heated the waters of the lake to so great a degree, as to kill all the fish that were there; the current would then carry them to the bay of Manilla, and the east and north-east winds, which blew for many days, would throw them on the shore; this explanation is confirmed by the Spanish historian of the Philippines, who says, *that the waters of this lake are so hot no fish can live in them.*

The river of Manilla and its different branches, are not less amusing than its bay. It is quite a pleasure to go on them, they are covered with canoos great and small, and all the people of the environs in them, who bring their wares to Manilla and its suburbs; the women help the men to conduct the canoos, when the tide is out, and that there is little water in the rivers, they go into the water like the men, and help them to push the canoos on the sand; the water frequently comes up to their knees, and sometimes higher, they tuck up their dress that they may not wet it; those who have not canoos make a sledge or a sort of raft with bamboos, and come to Manilla in this conveyance to sell their fruits.

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One may say these people live in the water, their constitutions are so accustomed to it that they are like so many fish, to whose existence this element is necessary; they bathe in all seasons, in all weathers, and at all ages; men of eighty years old are not more cautious in this respect than young people of fifteen and twenty. It is certain that the north wind at Manilla is cold for the climate, as I shall shew in a separate article; notwithstanding the Indians bathe at these seasons, the same as in finer seasons, a European, whom the north wind usually affects, would be dangerously ill, and perhaps lose his life if he bathed during this wind; for this reason the Spaniards choose the warm weather for to bathe: all seasons are the same to the Indians.

The constant bathing, and the food of these Indians, which is only rice and fish, no doubt contributes to the great fruitfulness of the women.

An Account of the Wind, Weather, and Currents, which are principally met with in the Course of a Voyage from England to India. By Colonel JAMES CAPPER.

THE ships bound from England to India generally sail in two different fleets, the first is usually dispatched in December, or early in January, and the second in April or May. The first of these, even in winter, is sometimes fortunate enough to have a temporary current of N. E. wind, which carries the ships clear of the Channel, and across the Gulf or Bay of Biscay into the N. E perennial. In this case also they will frequently have a tolerable voyage as far as 24 or 25 deg. S. but in these latitudes they will often be baffled with strong southerly winds, especially as they approach the southern part of the western coast of Africa to pass the Cape of Good Hope. If we suppose them, for example, to arrive there about the end of February or the beginning of March, the S. the S. W. and S. E. winds, which then prevail, will retard their progress round the Cape. The N. W. winds blow only with some degree of constancy and violence from May to August, as it is well known by the orders of the Dutch respecting the entrance of ships into Table Bay; but after having passed the Cape at this season, no vessel can enter the Mosambique Channel during the continuance of the N. E. monsoon, and those even which are bound to Bombay, are obliged to go to the eastward or windward passage, between Madagascar and New Holland. If we suppose them to pass the south end of Madagascar about the time of the equinox, they will find the winds light and variable between

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the tropic and the line; nor must they expect a fresh S. E. perennial, until they have got to the northward of the sun. As they arrive near the Maldivi Islands, or the coasts of India, they will find the S. W. monsoon set in, and sometimes near the entrance of the Gulf of Bengal, accompanied with hard gales of wind. For the same reason it is dangerous to approach the coast of Malabar at this season of the year.

In consequence thereof, of these various obstacles, ships which sail from England in November and December, or early in January, seldom perform their voyage in less than five or six months, and consequently do not arrive above a month before those which sail between two and three months after them. Unless, therefore, in cases of great emergency, it would be most eligible to postpone the departure of the first fleet to the end of February or the beginning of March, and to delay the second to the end of April, or the beginning of May.

If the E. and N. E. winds prevail in the British Channel during the months of March and April, this will of course be the most favourable season for ships to leave England, which are bound either to the East or West Indies; for this is not only a leading wind down the Channel, but if it continues for a few days, it will very soon convey the ships, which avail themselves of it, into the N. E. perennial, and thus secure the most doubtful part of the outward bound passage. In passing the sun, as they will do in the northern tropic, they may be subject to temporary calms just where he is vertical; but it is very possible they may pass him with light winds, and, by crossing the line between 18 and 20 deg. west of London, secure their passage to the Cape of Good Hope, in the course of six or seven weeks.

It is the practice of some navigators when outward bound, and whilst still far to the westward, to run into the latitude of 36 or 37 deg. S. on a supposition that the N. W. wind blows with greater strength in the high latitudes; but this notion is contradicted both by theory and practice, for after they have passed a few degrees beyond the tropic, the N. W. wind will be found to blow almost invariably at this season, between the latitude of 28 and 30 degrees, and near the continent of Africa, with most regularity and strength between 30 and 35 degrees.

In the vicinity of the Cape, at this season, this wind blows almost incessantly, generally increasing near the land until the ships have passed the bank. A few degrees to the eastward, the wind will sometimes come for a day or two from the S. E. but the prevailing wind on both sides during these winter months, is unquestionably the N. W. The struggle seems to be between the cold air from the pole and the reflux of air near the S. E. trade.

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After having passed the bank of Lagullus, ships should take a good offing to the eastward, even those which intend going the windward passage, for immediately round the Cape there is often a strong set on the land, whilst at the entrance of the Mozambique Channel from Cape Corientes, the current runs frequently with considerable violence to the S. E. so that between the south end of Madagascar and the main land of Africa the utmost care is necessary to avoid either running upon one coast or the other. The Doddington Indiaman was wrecked near De Lagoa Bay, in the year 1756, by standing too soon to the northward, immediately after having rounded the Cape; and a few degrees further northward many ships have likewise nearly been lost on the opposite side, by an error of near four degrees in the casting, according to the dead reckoning.

The first instance that occurred to myself was in the Prince of Wales Indiaman, in the year 1762. In company with the Britannia, we fell in with the land about midnight, near St. Augustine's Bay, at the time we supposed ourselves to be near mid-channel between this island and the continent.

The second instance was in 1785, in a French ship the Notre Dame du Mont Carmel. The follow extract from our journal will best explain our situation:—Fresh gales and good weather. At day-light saw the land, the body of it bearing N. E. distance six or seven leagues. According to D'Apre's chart this shoal, the Star Bank, lies in 44° 10′ E. of Greenwich, and latitude 25° 10′ S. In the morning a man on the fore-top sail-yard called out 'breakers,' which were not more than a mile and a half distant on each bow. This bank lies only five leagues from the coast of Madagascar, and is very low, therefore no ship should pass the latitude of St. Mary's after dark, unless well assured of the longitude.

A French Indiaman, St. Jean Baptiste, was lost at eight o'clock in the evening, in the year 1777, and thirty-nine only of one hundred and twenty people were saved; the Carpenter and Boatswain's Mate of our ship were amongst the number of the saved. They reached St. Augustine's Bay in the yawl, but on landing they were made slaves by the natives. Nineteen only of the thirty-nine survived their captivity, in which they remained seven months, and then were ransomed by a Dutch ship. We probably owed our preservation to an excellent chronometer, made by Arnold, which gave us, at eight A. M. the longitude of 43. 9. 45. E. that nearly corresponded with our lunar observations, nevertheless the Captain could scarcely believe at the time, that, after having struck soundings on the Bank of Lagullus, such an error as four degrees of longitude could exist in the ship's reckoning; however, at nine P. M. he put the ship about, and

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stood off and on until day-break, a precaution by which, in all probability we were saved from shipwreck.

The Aurora frigate, which was lost after leaving the Cape of Good Hope, in the year 1768-9; and the Cato, with Admiral Parker on board, neither of which have ever been heard of since they left that place, were very probably both cast away either on the coast of Africa or the island of Madagascar.

In the months of July and August the S. W. monsoon is at its greastest height, and the current of air being almost equally attracted by both coasts, ships in this season sail almost right before the wind in the middle of the channel, but on either coast, as I have already observed, there are regular land and sea breezes; both these facts serve to corroborate the truth of this theory. At an equal distance likewise from both shores, the thermometer suspended in the Captain's apartment was seldom above 75 degrees, or lower than 68 degrees, but there is a sensible difference in the heat near either coast. The sea during this monsoon is also remarkably smooth, being covered to the eastward by the immense island of Madagascar, and to the westward by the coast of Africa, so that at this time it would be a remarkably pleasant navigation, were there not many dangerous shoals in it, most of which, however, are laid down with great accuracy in D'Apres' chart. For all these reasons, ships sailing from England in March and April, which are bound to the Malabar coast and the Arabian or Persian gulfs, should of course go the inward passage. Besides the advantages already mentioned, they may easily procure refreshments, either at the island of Madagascar, or at Johanna; and therefore vessels with troops on board, that are bound even to any part of the Gulf of Bengal, would do well to follow the same route. Provisions, fruit, and water, are good, cheap, and abundant, at either of these islands.

But notwithstanding these advantages, which are extremely agreeable to passengers, the safest, and perhaps the most expeditious route, is the outward passage; for after having struck soundings on the bank off the Cape, by steering so as to make an E. by N. course good, until clear of all danger, the voyage from the Cape to Madras, by these means, may be easily performed in six, or at the utmost in seven weeks.

In the present improved state of navigation, when not only the mariners are more skilful, but the ships are much better constructed and found than they formerly were, a copper-bottomed vessel, with able observers, furnished with chronometers and proper instruments, may venture to undertake the voyage to India at almost any season of the year; but the merchant who is to consider the expences incurred by delay, and the wear and tear of his ship, or the passengers

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who wishes to avoid all the difficulties, inconveniencies, and dangers of contrary winds, should keep in mind, that, by sailing from England in the spring, he may be certain, with tolerable good management, of performing the voyage in less than sixteen weeks, perhaps in fourteen; and that, by embarking either much sooner or later, he probably will not arrive in India in less than five or six months.

The winds which prevail in different parts of India have been already sufficiently described where I treated of the monsoons in the former part of this work, but I have as yet only slightly mentioned the currents, which are likewise periodical; when both are perfectly understood, and duly observed, the navigation of the Indian seas cannot be attended with either difficulty or danger.

The currents in the Indian Ocean, the Gulf of Sind, and the Bay of Bengal, almost invariably take the same course as the winds. During the S. W. monsoon they constantly run from the S. W. to the N. E. and at the change, the wind and current go together from the N. E. to the S. W. The cause of this connection between the wind and water seems almost to speak for itself. From the vernal to the autumnal equinox, that is during the S. W. monsoon, the lower current of air, and also the water of the southern hemisphere, are put in motion to fill up a vacuity caused by the rarefaction of the atmosphere and the evaporation of the ocean and seas in the northern hemisphere, both of which are increased near the land; and on the contrary, from the autumnal to the vernal equinox, when the sun is on his return to the tropic of Capricorn, the atmosphere being rarefied over every part of the southern hemisphere, the wind and current, operated upon by the same causes, will move in a contrary direction from the N. E. to the S. W. The wind and current in this manner constantly following the same direction, and invariably changing at the same time, serve almost to place the truth of this hypothesis beyond a doubt; but as a further confirmation of it, the strength of the current is always in proportion to the force of the wind, and both grow gradually weaker towards each equinox, or rather at the end of each monsoon.

The immense body of water which is brought from the southward into the Gulf of Sind, and the Gulf of Bengal, during the S. W. monsoon, very probably arises from the quantity of ice and snow, which has been dissolved in the southern polar regions during the southern solstice of that hemisphere, and which, as the sun increases the evaporation in the northern hemisphere, runs rapidly towards the Indian gulfs to restore the equilibrium, and it will move with a force proportionable to the density of the atmosphere to the body of the water, and to the extent of the different gulfs. To these causes very

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probably may be ascribed likewise what is usually called the surf or surge, which breaks with great violence during the S. W. monsoon on the coast of Coromandel. The southerly current flowing into the Gulf of Bengal in a continual stream during several months successively, this gulf, as it fills, being stopped at the northern extremity, must be supposed to throw the water on the adjacent coasts with considerable force. On the Coromandel side the surf is likewise increased by the opposition of the land winds, which blow off shore in June and July; but when the current changes with the monsoon, and comes from the N. E. the surf must still continue to be high at the commencement of the monsoon, whilst the wind continues to blow this vast body of water with great force directly on the coast; but it begins to abate, and almost entirely to cease in January and February; for notwithstanding many considerable rivers have emptied themselves into the gulf, and apparently increased the quantity of water, the N. E. current in its return having ample room for expansion both in the Indian and Southern Oceans, the principal current will encounter to a point in the middle of the gulf, whilst only a moderate drain runs towards the different coasts, which, therefore, does not raise any surf on that of Coromandel at this season of the year.

The surf on the southern part of the Malabar coast, near Anjengo, is often high, and if it is not equally high on every part of it, as it is on the southern part of the Coromandel coast, yet we must remember that the Gulf of Sind is much more spacious than the Gulf of Bengal; and likewise, that a large portion of the water, which flows into the former, has greater room for expansion, both in the Arabian and the Persian Gulfs.

The voyage from India, like that from Europe, may, by skilful mariners, in well-found ships, be undertaken at almost any season of the year; but the most favourable time to sail is between the beginning of October and the middle of March. After the commencement of the N. E. monsoon, favoured by both winds and currents, ships will soon get clear of the Gulf of Sind or the Gulf of Bengal, very probably cross the line with a fresh breeze, and not be detained by calms between the monsoon and the S. E. trade. By arriving at the Cape about the middle of November, they may expect moderate and fair winds, it being the beginning of the summer. The weather is usually mild, and the strongest winds generally come from the S. E. which of course are the fairest that can blow. To the westward of the Cape the winds will be light but generally fair, and in five or six days will carry a ship into the regular S. E. perennial. In short, no difficulties from violent or contrary winds are to be expected at this

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season, until the ship reaches the latitude of 30 or 35 degrees in the northern hemisphere. If no time is lost by the way, in all probability the ship will pass the line from the southern Atlantic Ocean about the end of January, whilst the sun still continues far to the southward; and therefore it is not likely, that the ship will be detained by calms, provided she keeps about the longitude of 18 or 20 degrees west of Greenwich.

The principal obstacles in the homeward-bound passage at this season, commence near the mouth (commonly called the chops) of the Channel, where it is probable a ship may at this season encounter E. and N. E. winds, which frequently oblige those that are homeward bound in the spring, after having been baffled for some time, to bear away for Ireland. In many respects this step must be extremely inconvenient and uncomfortable, particularly to passengers, whose constitutions being often impaired by a long residence in India, are but ill calculated to bear the extreme coldness of the weather, and the subsequent journey from Ireland to England.

To avoid these inconveniencies, therefore, I should recommend to passengers who can command their time, to embark in India in the month of January. It is possible indeed they may meet with a gale of wind, or rather a whirlwind, in the latitude of the French islands; but this seldom happens, and with proper precautions can hardly be considered as dangerous. The passage round the Cape will probably be expeditious and pleasant, and by arriving in June, they will certainly have S. W. winds at the entrance of the British Channel. With the whole summer before them, they will again be gradually inured to their native climate, and be fully prepared in the course of five or six months to encounter the severity of the ensuing winter.

ANECDOTES OF THE HON. JOHN O'BRYEN.

FEW men have been more unfortunate at sea, few so fortunate, as the Hon. John O'Bryen, nearly related to the Earl of Inchiquin.

This gentleman was brought up to the sea, and at an early period of his life was made a Lieutenant in the Navy; his commission bears date the 28th of September, 1747. His first misfortune at sea was on the coast of India, where his ship was wrecked, and every one on board perished, except Mr. O'Bryen and four more persons. On his return to Europe, he was cast away near the Cape of Good Hope, but had the good fortune to get alive to shore.

The Dutch Governor, finding that he was a man of quality, supplied him with every necessary for continuing his voyage, and provided

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him a cabin in one of the Dutch homeward-bound East Indiamen.—When all Mr. O'Bryen's baggage, &c. which had been furnished by the Governor of the Cape, was put on board, a Dutch Governor of some of the eastern settlements in India, who was to return to Europe in the same ship, found himself rather straitened for room on account of the number of his own family and the other passengers. He applied therefore to the Governor of the Cape, and told him, that he would esteem it a particular favour, if he could prevail on the other passengers to quit the ship, and leave it entirely to his family and suite.

The Governor, wishing to oblige this gentleman, spoke to the passengers, but particularly to Mr. O'Bryen, and told them they would much oblige him if they would give up their births to the Asiatic Governor; in return for which he pledged himself to procure them excellent accommodations on board another ship, that was to sail at the same time. They readily complied with the Governor's wishes, and removed to another ship. Soon after they put to sea, and in little more than twenty-four hours after they had left the Cape, Mr. O'Bryen saw the ship he had quitted founder in a hard gale of wind, when every one on board perished. This was the third escape. In some few years after, he was stationed on board the Dartmouth, of 50 guns. This ship fell in with the Gloriboso, a Spanish man of war of superior force, and gallantly engaged her for several glasses. Mr. O'Bryen was in his station between decks, when the Gunner ran up to him, and, with wildness and despair in his look, cried out, "O Sir! the powder-room!" Lieutenant O'Bryen heard no more from him, for the ship instantly blew up.

One might have imagined that this would have been the end of all his hair-breadth escapes, and that it was morally impossible he could survive such a catastrophe as this: nevertheless, he did survive it, and was afterwards found floating upon the carriage of a gun.—From this circumstance it was conjectured that he had been blown out at a port hole with one of the guns, and that by some inconceivable means he had rested upon the carriage. He was picked up by the Duke privateer, and treated with all possible care; his clothes were all in tatters, torn in some places and burned in others.

This dreadful accident was not capable of sinking the spirits of Mr. O'Bryen, who was always sprightly and gay. When he came to himself, and was introduced to the Captain of the Duke, he said to him with great gravity, "Sir, you will excuse me for appearing before you in such a dress; for I left my ship with so much *precipitation*, that I had not time to put on better clothes."

DESCRIPTION OF PLATE XCI.

ACCOUNT OF THE HARBOUR OF ST. JOHN'S, NEWFOUNDLAND.

THE harbour of St. John's lies in the latitude of 50 deg. 51 N. and in the longitude of 57. 22. west of Greenwich, it is situated on the west coast of the northern peninsula of Newfoundland, which forms the Straits of Bellisle. Having in our account of Newfoundland (page 325 of this volume), given a particular description of the town and fortifications of St. John's, as well as of the adjacent countrys we shall here confine ourselves to a view of the harbour as exhibited in the accompanying plate.

The harbour of St. John's is very commodious, and ships lie in it in perfect security, being sheltered on every side by high rocks, and the anchorage being extremely good. The approach to the harbour, although apparently hazardous, from the number of small rocky islands which are contiguous to its entrance, is in reality perfectly easy and safe. The mouth of the harbour is narrow, but there is a bold shore on both sides, and the depth of water is sufficient for the largest ships. From the entrance it runs nearly in a south-east direction for nearly two leagues, forming a deep bay, and describing the segment of a circle. At the bottom of the bay, close by the water's edge, stands the town of St. John's, now the capital of the island; and the chief residence of the Admiral of the Fleet, who for the time being is Governor. A small river and several brooks run into the harbour from the adjacent mountains, and supply excellent water for the use of the town and shipping. On the shore near the town huts are built for the habitation of the seamen employed in curing the cod fish caught in the great bank. Close to these huts, and near the water's edge, a large scaffold is erected, where the shallops destined for the fishery are got ready, and also secured after the season is over till the following summer. Ships first entering the harbour have the privilege of applying these to their own use. The master of the vessel who arrives first in the season, is for that year styled Lord of the Harbour, and he settles all disputes among the fishermen. The mode of curing the fish is curious, and the appearance which it makes is very singular. The fish are split, and stretched upon long thin boards to dry. These are raised upon poles of about forty feet high, which are firmly driven into the ground, and of sufficient strength to enable the fishermen to climb up, and take down the fish when dry. These poles are erected all along the shores of the harbour, and sometimes among the rocks and precipices. This process of curing the fish is pursued with much persevering labour. It only remains to add that this fishery is computed to increase the national wealth 300,000l. a-year.

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INVENTION OF THE LIFE-BOAT.

THE following Report of the Select Committee of the House of Commons, to whom Mr. Greathead's petition to the House for a reward for the invention of the Life-Boat, was referred, will be found interesting to our readers, in proportion as the invention itself is useful to every maritime country.

REPORT *from the Committee on Mr.* GREATHEAD'S *Petition, respecting his new Invention of a Life-Boat.*

THE Committee to whom the Petition of Henry Greathead, of South Shields, in the County of Durham, was referred, have, pursuant to the Order of the House, examined the Matter of the said Petition; and have agreed on the following Report:—

IT appeared to your Committee to be necessary to direct their enquiries, particularly, to the three following subjects:—

First, The utility of the Life-Boat.

Secondly, The originality of the Invention claimed by Mr. Greathead.

Thirdly, Whether he had received any, and what, remuneration.

And, in order to ascertain these facts, your Committee proceeded to examine—

Ralph Hillery, a seaman, who stated, That he has been forty-five years at sea, in the Greenland and coal trade, and has resided always at Shields. And being asked, whether he had seen the Life-boat? he informed your Committee, that about three years ago he was in the Northumberland Life-boat (which was presented to North Shields by the Duke of Northumberland), the first time she went of; she went to the relief of the sloop Edinburgh. This vessel was seen to go upon the Herd Sands, about a mile and half from shore; she was brought to an anchor before the Life boat got to her, and she continued striking the ground so heavily, that she would not have held together ten minutes longer, had they not got to her; they made her cut her cable, and then took seven men out of her, and brought them on shore. The sea at that time was monstrously high, so high, that no other boat whatever could have lived in it.

He was then asked, whether he had been out in the Life boat on any other occasion? to which he replied, that he had been five times out in her, to the relief of different ships; from one ship they saved

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fifteen men, and in every instance when he (the witness), was in the boat, they saved the whole of the crews of the wrecked ships. Besides the times he has been himself in the boat, he has seen her go off scores of times, and never saw her fail in bringing off such of the crews as staid by their ships. But many times part of the crews of the vessels wrecked, have taken to their own boats, and have been drowned by the boats upsetting; whilst the remainder of the crews that continued on board have been saved by the Life boat. And the witness declared his conviction, that no other boat that he ever saw could have gone from the shore, and saved the crews, at the times the Life-boat went.

And the witness being asked, whether he had seen the Norway yawls? answered in the affirmative, and that they are constructed somewhat in the form of the Life-Boat, although they are not made to rise so much fore and aft as the Life-boat. He further informed your Committee, that he never heard of any other Life-boat of a different construction.—Being asked, what kind of coast the coast of Shields is, from which the Life boat is launched? he informed your Committee that they launched her in smooth water, from a flat shore at the mouth of the river Tyne; that when the men are ready, it takes about a quarter of an hour to launch her; that there are no ways laid to facilitate the launching of the Life boat; but that there are four wheels provided to carry her off. And he stated, that it is practicable to go to the assistance of ships in the night time.

The witness being asked, whether he had seen the Life-boat at Shields while building? informed the Committee, that he had, and that he lived within a hundred yards of Mr. Greathead's shop, where they were built; that Mr. Greathead has always been considered the inventor of the Life boat, as far as he has ever been informed; and that, before its invention, many lives have been lost off Shields in the sight of the witness.

And being asked, whether there is not another Life boat belonging to Shields? he said, there was also the South Shields Life-boat: one on each side of the water. The South Shields boat was built several years before the Northumberland Life-Boat. The witness was four times off in the South Shields boat, previously to the Northumberland boat being built.

The model of a boat being shown the witness, he informed your Committee, that it was a perfect model of the Life-boat; and that there was cork applied to the Life-boat in the same manner as to the model.

He stated, That in the event of the Life-boat filling with water, she would continue still upright, and would not founder as boats of a

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common construction do. That about two months ago he saw her come on shore with a ship's crew (besides her own crew), so full of water, that it ran over each side; the sea had broken several of her oars; and he believes that no boat of any other construction could have brought the crew on shore so filled with water.

Captain William Carter, of the ship Providence, of Newcastle; being examined by your Committee, stated, That he has resided at South Shields twenty-five years, and been fifteen years in the coal and Baltic trades.

That on the 28th of Nov. 1797, he commanded the Velocity, of fifty-nine tons, riding at anchor on Tynemouth Bar, amongst the broken water, when the ship Planter was driven on shore by the violence of the gale, about 100 yards from the Velocity; the Life-boat came off and took fifteen persons out of the Planter, and they had scarce quitted the ship when she went to pieces; they must all otherwise have inevitably perished, as the wreck came on shore almost as soon as the Life-boat. He conceived that no boat of a common construction could have given relief at that time. There were several other vessels in the same situation with the Planter, namely, the Gateshead, the Mary, and the Beaver, besides a sloop, whose name the witness does not know. The crew of the Gateshead (being nine in number), took to their own boat, which sunk, and seven of them were lost, the other two saved themselves by ropes thrown from the Mary. After the Life boat had landed the crew of the Planter, she went off successively to the other vessels, and brought the whole of their crews safe to shore, together with the two persons who had escaped from the boat of the Gateshead. He has seen the Life-boat go to the assistance of other vessels at different times, and she always succeeded in bringing the crews on shore.

The witness has several times observed her to come on shore full of water, and always safe.

And he stated to your Committee, That more than sufficient hands are always ready to man the Life-boat. He knows the Elsineur yawls; they are not altogether built like the Life-boat; they have two sharp ends like her, but are differently constructed in the bottom; but the witness could not exactly state the difference, as he never saw them turned bottom upwards; the rake of the stem and stern of the Peter boat and Norway yawl bear a little resemblance to those of the Life-boat, being pointed at the ends, but those boats have not a curved keel like the Life-boat.

And being asked, who is reputed to be the inventor of the Life-boat? the witness replied, Mr. Greathead, by every person in the north that ever he conversed with.

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He stated also, That he saw the first Life-boat whilst building, and that it was built by Mr. Greathead, by order of the Committee of Ship Owners of South Shields.

Mr. Richard Wilson, Ship Owner, of Scarborough, being next examined by your Committee, stated, That he had an opportunity of observing the advantage of the Life-boat at Scarborough in November last, when a small vessel anchored in the road, about a mile from the pier head, in a very heavy gale of wind, in which she had lost the principal part of her sails. The sea was then running very high, and the pilots and fishermen of the town thought it unsafe to venture out with their own boats to her assistance, although she had hoisted her signals of distress. In consequence of this the Life boat was immediately launched, and she conveyed a rope from the pier head to the vessel, by which means the vessel was drawn into the harbour, which the witness believes to have been the means of preserving both the crew and vessel. They have had a Life-boat at Scarborough now twelve months. The witness does not know under whose direction the Life-Boat was built; but she resembles exactly the model now before the Committee.

Captain Gilfred Lawson Reed, an Elder Brother of the Trinity House, was next examined by your Committee; who stated, That he had been bred to the sea, and had been a Member of the Trinity House seventeen years. He had the management of the Life-boat at Lowestoffe, particularly last year, where he was requested by the subscribers to make any improvement he thought necessary. She was built exactly upon Mr. Greathead's plan, corresponding with the model before the Committee. Having fitted her for service as far as he thought proper, he was requested by a number of the subscribers to launch this Life boat; he took an opportunity when the sea fell very heavy on the beach, and launched her in the presence of at least 200 spectators. Twenty-four men jumped into her, and when she first mounted the waves, the spectators with one voice expressed their astonishment. He had given the men orders to cross a shoal that laid about a mile and a half from the shore, upon which the sea broke very heavily; by some mistake one of the plugs was left out of the bottom, and she filled with water before she got to the shoal, which obliged the men to return immediately, and she brought the twenty four men safe to shore; though when she gained the shore, she was full of water to the gunwale amid-ships; yet by her shear, one-third of her at each end was out of the water. As we were then unprepared with proper convenience, we dragged her by four or five horses, and it required about an hour to launch her; but since that time they have got a carriage, made after a model sent by Mr. Greathead to the witness,

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and she may now be run down into the water by her own crew in a very short time. And being asked, whether the improvements made to the boat, previously to her being launched, were necessary? he stated, that there was originally a hole through the boat's stem, by which they had dragged her up the beach, which had split it, and they put some iron plates on the stem to secure it; that the alteration had no relation whatever to the construction of the Life-boat; and the witness said, that he had never seen any boat of a similar construction, nor had he ever before heard of a curved keel. Being asked, whether he knew Mr. Johnson, a shipwright at Lowestoffe, and whether he had not said that he would build a Life-boat for much less money than was charged by Mr. Greathead? he replied, that he knew Mr. Johnson to be a man of respectability, but that he had never said so to his knowledge, and he did not know that Mr. Johnson was a boat-builder. And being asked, whether he was well acquainted with the different coasts of Great Britain? he replied, that he had, for the Corporation of the Trinity House, surveyed all the coasts and shoals from Cromer in Norfolk to Harwich, and is acquainted with all the coasts from Newbiggin, in Northumberland, to the Nore, and from thence down the Channel to Penzance; which coasts and shoals are usually explored by some of the Elder Brethren of the Trinity House every year, in time of peace, in order to render them perfectly competent to examine Masters of men of war and pilots, a duty performed by the Corporation of the Trinity House from time immemorial. Being asked, whether he thought the Life-boat would answer upon any coast of Great Britain? he replied, that he thought she would answer upon any, except a rocky coast, from whence no boats whatever could be launched; and that the Life-boat may be launched from any beach, with as much ease as any other boat, by proper assistance. The distance from the boat-house at Lowestoffe to the shore is 100 yards, and the boat's crew can run her down in ten minutes. When the sea does not tumble in upon the beach very much, the boat may be easily launched, by laying the ways as far as possible in the water, and the carriage hauled from under her; when there is a great sea on the beach, the boat must be launched from the carriage before she comes to the surf, on planks laid across, as other boats are launched, the people standing on the ends to prevent the sea moving them; then, with the assistance of the anchor and cable (which has been laid out at sea for that purpose), the boat's crew would draw her over the highest sea.

Upon the boat returning to the shore, two double blocks are provided, and having a short strop fixed in the hole in the end of the boat next the Sea, the boat is easily drawn upon the carriage. The

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boat's crew can run her any distance, upon a clear shore, by this carriage, also contrived by Mr. Greathead. And being asked, whether the Life-boat at Lowestoffe was launched during a storm about six weeks or two months ago, when one or more vessels were lost? he answered, that he did not know. And being asked, as to the structure and form of a Norway yawl? the witness said, he had never seen the bottom of a yawl out of the water. The yawls have two narrow ends, but the rake of stem and stern are different, and they are built merely for sailing, of course they are unfit for launching on a beach; for on all their coast they have no such thing. He admitted that the sailors of Lowestoffe expressed an unwillingness at first to go to sea in the Life-boat, but he never heard them say they would rather go in their own boats. He prevailed on them, however, by offering a premium, and twenty four of them went. And being asked, whether it is not probable, that, from the situation of Lowestoffe, the sailors may be as hardy as at any other part of the coast? the witness replied, that he had seen them go to sea when it was very high indeed. The Life-boat has been out only twice, and therefore the sailors have had no experience of her.

The boat has never yet been employed, to his knowledge, to give assistance to any vessel in distress. Being asked, wherein he considered the superiority of the Life-boat consists, over any other boat that has hitherto been invented? he answered, the curvature of the keel and the flaunching sides, which render it almost impossible to be upset; when this boat was afloat and full of water, the men all went to one side of the boat, in order to try the possibility of upsetting her, which they could not effect. The cork must certainly be considered to be an essential part of the boat. Being asked, whether he had ever seen a Life-boat previously to the one at Lowestoffe? he replied, never. And being asked, whether he knew that a patent had been granted to Mr. Lukin, coachmaker, for making a boat (built by Hodges at Lambeth) buoyant by Cork, for the purpose of saving mariners in distress? he denied the knowledge of it; but being a member of the Royal Humane Society, he frequently attended the Committee, and has seen a great variety of machinery for saving distressed sailors, where cork has formed a part, but he never saw any that could be brought into practical effect; nor does he ever remember to have seen a model of Mr. Lukin's boat produced to that Committee.

Captain Reed then delivered in to the Committee, a letter sent to Mr. Greathead (See page 495), dated Trinity House, London, 17th December, 1801, signed by the Secretary to the Board, expressing their approbation of his invention. Also,

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Copy of a resolution (See page 495), at a General Court of the Corporation of the Trinity House, held on Thursday, the 4th of March, 1802, giving a donation of 100 guineas to Mr. Greathead for his invention.

Mr. Thomas Hinderwell, of Scarborough, ship owner, was next examined by your Committee, who stated, that he had been in the habit of attending to the construction both of ships and boats; that in consequence of the favourable report which he heard of the great utility of the Life-boat at Shields, he was induced to propose to the ship owners at Scarborough to have a boat built for the use of that port. The proposal being adopted, he wrote to Mr. Greathead for a plan and moulds, which he furnished immediately for a compliment of five guineas, together with instructions for building her; no deviation from the plan or moulds was made in building that boat, and it agrees perfectly with the model before the Committee.

The witness then proceeded to state, That the peculiar nature of the curvature of the keel of this boat, is the foundation and basis of its excellence. It regulates in a great measure the shear with the elevation towards the ends. This construction spreads and repels the water in every direction, and enables her to ascertain and descend with great facility over the breakers. The ends being reduced regularly from the centre to less than one-third proportion of the midships, both ends are lighter than the body section. By means of the curved keel and the centre of gravity being placed in the centre of the boat, she preserves equilibrium in the midst of the breakers. The internal shallowness of the boat in the body section, occasioned by the convexity of the keel, and the shear at the top, leaves so small a space for the water to occupy, that the boat, though filled with water, is in no danger of sinking or upsetting. The buoyancy of the boat when filled with water, is also assisted by the cork being placed above the water line.

And being asked, whether he had an opportunity of examining the construction of a Norway yawl? he said, he had; and it differs materially in the bottom from the Life-boat, inasmuch as the Norway yawl has a straight deep hanging keel, and the bottom is concave to the floor head. The Norway yawl is calculated as a sailing boat, to keep the wind in deep water; the Life boat, from its construction is not calculated to sail, but to keep its equilibrium in broken water, and to land on the open beach.

There is some resemblance between the two boats at each end, and in their flaunching at the sides; but a rudder is used to the Norway yawl, whilst the Life-boat is not capable of being steered by a rudder, but is steered at either end by an oar, and will row either end foremost.

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It is the opinion of the witness, That neither a Norway yawl, nor any other boat that he is acquainted with, would be equally serviceable with the Life-boat in going to the relief of ships in distress.

Mr. Hinderwell, delivered in to the Committee, a certificate (See page 495) of the there undersigned ship owners resident in Scarborough, respecting the utility of Mr. Greathead's Life boat, dated Scarborough, 23d February, 1802: and proved the signatures to be the hand writing of the persons whose names appear subscribed thereto.

Mr. Samuel Plumb, of Lower Shadwell, was next examined by your Committee, who describes himself to have been bred to the sea, and to have acted in the capacity of master of a ship from 1777 until within these eighteen months; that he had been chiefly employed in the coal and Baltic trades, and had resided at Shields the whole of his life, till within the last five years. He is acquainted with the Shield's Life-boats, and from every information he had received, Mr. Greathead has been universally considered to be the inventor of them.

He went out in one of them to the relief of a ship which was wrecked on the coast near the mouth of the Tyne. The first time they reached the wreck, the rope which they threw from the wreck to the Life-boat broke, and the boat was drifted to the northward by the violence of the wind, and strong current of the tide; they then landed, and by two horses dragged the boat along the sand to the southward, and then launched her through the breakers to the vessel. In the second attempt they succeeded in bringing the crew on shore. The witness never saw any other boat, in which he would have ventured to the relief of the crew or which he thinks could have executed the purpose of saving them. He has been nine months in Norway, and is acquainted with the Norway yawls and Peter boats; they differ essentially from the Life boats in the form of their keels, and the proportion of the flaunching of their sides. He has seen a Norway yawl upset by the wind.

Sir Cuthbert Heron, Baronet, of South Shields, was next examined; who informed your Committee, That when the Adventure was wrecked on the Herd Sands, he offered a reward for any seamen to go off to save the mens' lives; which was refused; the greatest part of the crew of the Adventure perished within 300 yards of the shore, and in sight of a multitude of Spectators. The gentlemen of South Shields immediately met, and offered a reward to any person who would give in a plan of a boat, which should be approved, for the preservation of men's lives. Mr. Greathead gave in a plan, which was approved; a Committee was formed, and a subscription raised for the building of that boat. After it was built, it was with some

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difficulty that the sailors were induced to go off in her; the first time a reward was offered, and they went off and brought the crew of a stranded vessel on shore. Since which time the boat has been readily manned, and no lives have been lost (except in the instances of the crews trusting to their own boats). And in the opinion of the witness, if this boat had existed at the time of the wreck of the Adventure, the crew would have been saved.

Two certificates (See pages 496, 497) from resident gentlemen and ship owners of South and North Shields, respecting Mr. Greathead's invention, being delivered in to the Committee, Sir Cuthbert Heron proved the signatures to the same.

Mr. William Masterman, of South Shields, ship owner, was next examined by your Committee; who said he was one of the original Committee that ordered the Life-boat at South Shields in 1789. He corroborated the evidence given by Captain William Carter; and stated, That, from the situation of his residence, he has seen the performance of the Life-boat more frequently than, probably, any other of the Committee at South Shields, and has frequently seen and assisted in the launching the Life boat from the beach into the sea during a storm. That this is done with the assistance of low wheels, or what may be called rollers, upon which she is dragged to the water's edge, and by means of hands proportioned to the weight of the boat, she can be launched with as much ease as any other boat; when the prow (the boat being upon the carriage) is perpendicular to the wash of the water, the men being all ready in the boat, the opportunity must be taken to force the boat end-long into the water, which, from the curvature of the keel, and the rake of the stem, has not been found difficult to peform. And the witness said, that he cannot venture to speak generally as to every species of coast, but he has seen the Life boat launched six or seven times, or oftener, from the open beach at Shields, exposed to a very heavy sea with the wind at north-east, and in no instance has it been attempted without success. That the witness has seen the beach at Deal, in a heavy sea, and he is convinced that the Life-boat could be launched there, by a proper number of men, with the same ease and certainty as any other boat: that the number of men who assist in the launching should be about forty. And the witness informed your Committee, that he remembers the instance stated by Mr. Samuel Plumb, in which the Life boat being drifted to the northward by a strong tide, was landed, and again launched to the southward, opposite to the wreck, and in the face of a very heavy sea. That when the Gateshead, Planter, and other ships were wrecked, it was first discovered

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that the Life boat could act with perfect safety athwart the sea, and since that time the boat has been rowed athwart sea, or otherwise, indifferently, as the object to be relieved required it; and that she goes with the same safety from one object to another, in a broken sea, as an ordinary boat would pass from one ship to another in a smooth sea. That he is confident since the establishment of the Life-boat, there have been at least 300 persons brought on shore from ships in distress, and wrecks off Shields, the greatest part of whom must otherwise inevitably have perished. And the witness added, that it was his opinion, founded upon the experience and the observations he had been enabled to make, that no sea, however high, could overset or sink the Life-boat.

The witness also corroborated the originality of Mr. Greathead's invention, according to the Certificates in the Appendix (See page 497).

Mr. Henry Greathead was then examined by your Committee; who stated himself to be the inventor of the Life-boat. And being asked, by what means he had been induced to turn his thoughts to such an invention? he stated to your Committee, that in consequence of the loss of several ships at Shields, particularly the Adventure, lost in 1789, on the Herd Sands, with all the crew, in the presence of many hundred persons, when no boat of the common construction had been able to go to her relief; a premium was offered by the ship owners and inhabitants of South Shields, for the construction of a boat for the peculiar purpose of saving shipwrecked mariners. He was, therefore, induced to offer a model; which being approved, he was employed to build a boat from it. That model was similar to the model before your Committee, and he received a reward of 5l. over and above his bill. He has since given plans for building several similar boats, for which he has received no other compensation than five guineas from Scarborough, and another premium of 2l. He has built a Life-boat for North Shields, at the Duke of Northumberland's expence, and another, at his Grace's expence, for Oporto. He has also built other Life-boats for Lowestoffe, Woodbridge, Ramsgate, Montrose, and St. Andrew's, and is now building others for Liverpool and Memel.

The ordinary profit of building one of the Life boats may be from 10l. to 15l. per boat, beyond the price of materials and labour; the price of a ten-oared boat, which is the largest size, is 165l.

He has also received five guineas from the Literary and Philosophical Society at Newcastle upon Tyne; a medallion from the Royal Humane Society; and one hundred guineas from the Corporation of the Trinity House of Deptford Strond. The Society for the Encouragement of Arts and Sciences have voted him a gold medallion and fifty

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guineas. He has hitherto derived no other advantages from his invention, and has made a sacrifice of a considerable portion of his time, in furnishing plans, and otherwise rendering the invention as generally useful as he could. And being desired to explain to your Committee, what had suggested to him the particular construction of the Life-boat; he stated, that the following idea had frequently occurred to him, from which he had conceived the principle of his invention; viz. take a spheroide, and divide it into quarters, each quarter is eliptical, and nearly resembles the half of a wooden bowl, having a curvature with projecting ends; this, thrown into the sea or broken water, cannot be upset, or lie with the bottom upwards.

APPENDIX.

SIR, *Trinity House, London, 17th Dec.* 1801.

CAPTAIN Reed having presented to the Board, this day, a model of the Life-boat constructed by you; which has been found so eminently useful in saving the lives of seamen endangered by shipwreck; I have it in command, to return you the thanks of the Brethren for the same, and to offer the testimony of their great satisfaction at this invention; which they esteem deserving of the public approbation and encouragement, as the best practicable expedient, yet attempted, for effecting an object, so long and ardently desired by every friend to humanity. I am, Sir,

Your most humble Servant,

Mr. Henry Greathead. JAMES COURT.

At a General Court of the Corporation of Trinity House, held on Thursday, the 4th of March, 1802,

RESOLVED Unanimously, That a donation of one hundred guineas be given to Henry Greathead, of South Shields, as a reward for his ingenuity in constructing the Life boat, and in testimony of the grateful sense this Corporation entertain of the essential benefit rendered to the sea-faring world in general, by this valuable invention, which affords such efficacious means of safety to distressed mariners in case of shipwreck.

Scarborough, 23d of February, 1802.

WE, the undersigned owners of ships, resident in Scarborough, being a Committee for the superintendance of the Life-boat at this port, do hereby attest, That the said boat was built, without any deviation, from the plan and moulds of Mr. Henry Greathead, of South Shields; and that it has been the means of saving a crew, consisting of seven men and boys, belonging to the Aurora,

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of Newcastle, which vessel was wrecked near Scarborough, in a violent gale of wind, on the 2d of November last. And, as professional men, we impartially declare, to the best of our judgments, that no boat of the usual construction, could have performed this service, in such a tremendous storm and agitated sea, with any degree of safety.

We likewise further attest, That the said boat was the means of saving a sloop belonging to Sunderland, and her crew, consisting of three men and boys, in a storm on the 21st of November last. Also, the Experiment of London, her cargo and crew, consisting of eight men and boys, when in a distressed and perilous situation, on the 22d of January last.—And, from experimental conviction, we bear the most unequivocal testimony to the extraordinary utility and safety of the said boat, in cases of shipwreck.

James Smith, Wm. Hebden, Robert Tindall, John Wilson, Chris. Hill, Hy. Leasley, Thomas Adamson, Chris. Smith, Geo. Fowler, Thos. Tindall, Robt. Atkinson.

TO ALL WHOM IT MAY CONCERN:

WE the undersigned, being part of the Committee of five, who were named by the members of the Law House, South Shields, in 1789, to advertise for plans and models of a boat, calculated to go off in a heavy-head and broken sea, and thereby save from ships driven on sands and the shores of these kingdoms, the lives of their crews, do hereby make known, and certify to be true, That Mr. Henry Greathead, of South Shields, boat-builder, did deliver in a model of a boat for that purpose; and from his design and explanations being most satisfactory to the ideas of the advertisers, he was selected to build the first boat, which is on the flaunching plan; and that the curved keel, which is the principal difference of this boat from any other on that plan, is, in our opinion, the reason of her answering beyond every expectation, and thereby saving, with another similar boat, since built by Mr. Greathead, at the charge of the Duke of Northumberland, at the entrance of Shield's harbour, during the last eleven years, several hundred valuable lives, who otherwise must have perished; and that such curved keel is the original invention and idea of the said Henry Greathead. We, therefore, grant him this Certificate, he being duly entitled thereto, to serve and avail him as occasion may require.

HENRY HEATH,
WM. MASTERMAN,
JOS. WM. ROXBY,
} *Committee,*
19th October, 1781.

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WE the undersigned, who were members of the Law House in 1789, and who appointed the Committee, do certify the foregoing Certificate to be true.

Cuthbert Heron, Jos. Bulmer, Joseph Hunter, James Wardle, Henry Robson, Paul Lee, Nichs. Teasdale Jn. Wallis, Lockw. Brodrick, John Wright, Wm. Blackburn, Thos. Green, John Roxby, John Cock, Cuthbert Marshall, John Marshall, John Wardle, John Sharpe, Robt. Stephenson, Robt. Fuin, Chas. Cockerill, Thos. Robertson.

WE, the undersigned resident gentlemen and ship owners of South and North Shields, do certify, That the Life-boat of South Shields, built in the year 1789, and the North Shields boat, built in the year 1798, were invented and constructed by Mr. Henry Greathead, of South Shields; and have, during the last eleven years, been the means of saving between two and three hundred men, from ships wrecked, in the course of that time, near the mouth of Tynemouth Haven. And, as the said Mr. Greathead has made his models public, we recommend him to all encouragers of useful improvements, as deserving not only their countenance and support, but a reward suitable to the great good that has resulted to the community from this fortunate invention.

February 1802.

SOUTH SHIELDS.

Henry Heath, Wm. Masterman, Jos. Wm. Roxby, Jos. Bulmer, Cuthbert Heron, Lockw. Brodrick, John Roxby, Cuthbert Marshall, Thos. Green, John Carlen, Geo. Ridley, Joseph Hunter.

NORTH SHIELDS.

John Walker, William Clark, John Scott, Henry Taylor, Samuel Curry, Wm. Linskille, Quintin Blackburn, Thos. Wright, Thos. Hearn, Wm. Reed, John Wright.

SOUTH SHIELDS, NORTH SHIELDS, AND NEWCASTLE.

John Wardle, Mat. Wardle, Prich. Scott, J. Thompson, Jeremiah Archer, Ja. Kirton, John Marshall, Robert Scotland, John Jefferson, Rob. Akenhead, Wm. Royal, Wm. Richardson, Geo. Wakefield, Geo. Dunn, Robert Jobling, C. Deighton, Ja. Browell, Thompson Chapman, John Cram, Wm Reay, Rob. Dawson, J. Hutchinson, Rob. Nicholson, Wm. Pearson, Alex. Bartleman, Isaac Kirton, T. A. Chatres, H. Cramington, Alex. Rutherford, W. Mitcalfe, jun. Dixon Brown, Wm. Harrison, John Dixon, Thos. Fenwick, J. Y. Reay, John Comforth, Rob. Stephenson, Wm. Hays.

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In the House of Commons on the 2d of June, Mr. Greathead's claims to compensation for his invention were urged by Mr. Burdon, who concluded an appropriate speech by moving that the sum of 1000l. be granted him.

Sir M. W. Ridley did not think 1000l. enough, and proposed 2000l.

Mr. Grey, Mr. Wilberforce, Doctor Lawrence, and Mr. J. Martin, were for the larger sum; and Mr. Ellison, and the Chancellor of the Exchequer, for the lesser. At length, it was agreed to grant 1200l. which, after paying fees, and other incidental expences, it was expected would leave a net sum of 1000l.

Poetry.

ODE FOR HIS MAJESTY'S BIRTH-DAY, 1802.

BY HENRY JAMES PYE, ESQ. P. L.

NO more the thunders of the plain,
The fiery battle's iron show'r,
Terrific, drown the duteous strain
That greets our Monarch's natal hour;
Peace, soaring high on seraph wings,
Now strikes her viol's golden strings;
Responsive to the thrilling note,
Symphonious strains of rapture float,
While grateful myriads in the Pæan join,
And hail her angel voice, and bless her form divine.

Through many a whirlwind's blast severe,
The rage of elemental war,
Stern heralds of the op'ning year,
Sol urges on his burning car;
Tho' dark the wint'ry tempest lours,
Tho' keen are April's icy show'rs,
Still, still, his flaming coursers rise,
Till high in June's refulgent skies
'Mid the blue arch of heav'n he victor rides,
And spreads of light and heat the unextinguish'd tides.

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Glory's true sons, that hardy race,
Who bravely o'er the briny flood,
Smiling serene in danger's face,
Uncheck'd by tempest, fire, and blood,
Britain's triumphant flag unfurl'd,
The terror of the wat'ry world.
Now freely to the fav'ring gale
Of commerce, spread the peaceful sail,
And friendly waft from ev'ry shore,
Where Ocean's subject billows roar,
The gifts of Nature, and the works of toil,
Produce of ev'ry clime and ev'ry soil.
The Genius of the Sister Isles
On the rich heap exulting smiles,
" Mine the prime stores of earth's remotest zone,
" Her choicest fruits and flow'rs, her treasures all my own."

Nor second you 'mid glory's radiant train,
Who o'er the tented field your ensigns spread:
Whether on Lincelles' trophied plain
Before your ranks superior numbers fled;
Or on Ierne's kindred coast
Ye crush'd invasion's threat'ning host;
Or on fam'd Egypt's sultry sands
The banner tore from Gallia's vet'ran bands;
Your sinewy limbs with happier toil
Now till your country's fertile soil,
Mow with keen scythe the fragrant vale,
Or whirl aloft the sounding flail,
Or bow with many a sturdy stroke,
King of our groves, the giant oak;
Or now the blazing hearth beside,
With all a soldier's honest pride,
To hoary sires and blooming maidens tell
Of gallant chiefs who fought, who conquer'd, or who fell.

Yet, in the arms of Peace reclin'd,
Still flames the free, the ardent mind;
And should again Sedition's roar,
Or hostile inroad threat our shore,
From Labour's field, from Commerce' wave,
Eager would rush the strong, the brave,

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To form an adamantine zone
Around their patriot Monarch's throne.
But long with Plenty in her train
May Concord spread her halcyon reign,
And join with festive voice the lay sincere
Which sings th' auspicious morn to Britain ever dear.

EXTRACTS FROM THE

PLEASURES OF HOPE,

BY T. CAMPBELL, ESQ.

AUSPICIOUS Hope! in thy sweet garden grow
Wreaths for each toil, a charm for every woe:
Won by their sweets, in Nature's languid hour,
The way-worn pilgrim seeks thy summer bower;
There, as the wild-bee murmurs on the wing,
What peaceful dreams thy handmaid spirits bring;
What viewless forms the Æolian organ play,
And sweep the furrow'd lines of anxious thought away!

Angel of life! thy glittering wings explore
Earth's loneliest bounds, and Ocean's wildest shore.
Lo! to the wint'ry winds the pilot yields
His bark careering o'er unfathom'd fields;
Now on Atlantic waves he rides afar,
Where Andes, giant of the western star,
With meteor standard to the winds unfurl'd,
Looks from his throne of clouds o'er half the world.

Now far he sweeps, where scarce a summer smiles,
On Behring's rocks, or Greenland's naked isles;
Cold on his midnight watch the breezes blow,
From wastes that slumber in eternal snow;
And waft, across the waves tumultuous roar,
The wolf's long howl from Oonalaska's shore.

Poor child of danger, nursling of the storm,
Sad are the woes that wreck thy manly form!
Rocks, waves, and winds, the shatter'd bark delay,
Thy heart is sad, thy home is far away.

But Hope can here her moonlight vigils keep,
And sing to charm the spirit of the deep;

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Swift as yon streamer lights the starry pole,
Her visions warm the watchman's pensive soul.
His native hills that rise in happier climes,
The grot that heard his song of other times,
His cottage home, his bark of slender sail,
His glassy lake, and broomwood blossom'd vale,
Rush on his thought; he sweeps before the wind,
Treads the lov'd shore he sigh'd to leave behind;
Meets at each step a friend's familiar face,
And flies at last to Helen's long embrace;
Wipes from her cheek the rapture speaking tear,
And clasps, with many a sigh, his children dear!
While, long neglected, but at length caress'd,
His faithful dog salutes the smiling guest,
Points to his master's eyes (where'er they roam),
His wistful face, and whines a welcome home.

Friend of the brave! in peril's darkest hour,
Intrepid Virtue looks to thee for power;
* * * * *
* * * * *

And such thy strength inspiring aid that bore,
The hardy Byron to his native shore *.

* The following picture of his own distress, given by Byron in his simple and interesting narrative, justifies the above description. After relating the barbarity of the Indian cacique to his child, he proceeds thus:—"A day or two after we put to sea again, and crossed the great bay I mentioned we had been at the bottom of, when we first hauled away to the westward. The land here was very low and sandy, and something like the mouth of a river which discharged itself into the sea, and which had been taken no notice of by us before, as it was so shallow that the Indians were obliged to take every thing out of their canoes and carry it over land. We rowed up the river four or five leagues, and then took into a branch of it that ran first to the eastward and then to the northward; here it became much narrower, and the stream excessively rapid, so that we gained but little way, though we wrought very hard. At night we landed upon its banks, and had a most uncomfortable lodging, it being a perfect swamp; and we had nothing to cover us, though it rained excessively. The Indians were little better off than we, as there was no wood here to make their wigwams; so that all they could do was to prop up the bark, which they carry in the bottom of their canoes, and shelter themselves as well as they could to the leeward of it. Knowing the difficulties they

In horrid climes, where Chiloe's tempests sweep
Tumultuous murmurs o'er the troubled deep,
'Twas his to mourn misfortune's rudest shock,
Scourg'd by the winds, and cradled on the rock,
To wake each joyless morn, and search again
The famish'd haunts of solitary men;
Whose race, unyielding as their native storm,
Knows not a trace of Nature but the form;
Yet, at thy call, the hardy tar pursued,
Pale, but intrepid, sad, but unsubdued;
Pierc'd the deep woods, and, hailing from afar,
The morn's pale planet and the northern star;
Paus'd at each dreary cry, unheard before,
Hyænas in the wild, and mermaids on the shore;
Till led by thee o'er many a cliff sublime,
He found a warmer world, a milder clime,
A home to rest, a shelter to defend,
Peace and repose, a Briton and a friend *.

SECOND EXTRACT,

FROM THE SAME.

HARK! the wild maniac sings to chide the gale
That wafts so slow her lover's distant sail;
She, sad spectatress, on the wint'ry shore
Watch'd the rude surge his shroudless corse that bore,

had to encounter here, they had provided themselves with some seal; but we had not a morsel to eat, after the heavy fatigues of the day, excepting a sort of root we saw the Indians make use of, which was very disagreeable to the taste. We laboured all next day against the stream, and fared as we had done the day before. The next day brought us to the carrying place. Here was plenty of wood, but nothing to be got for sustenance. We passed this night as we had frequently done, under a tree; but what we suffered at this time is not easy to be expressed. I had been three days at the oar without any kind of nourishment, except the wretched root above-mentioned. I had no shirt, for it had rotted off by bits. All my clothes consisted of a short grieko (something like a bear-skin), a piece of red cloth, which had once been a waistcoat, and a ragged pair of trowsers, without shoes or stockings."

* A Briton and a friend.] Don Patricio Gedd, a Scotch physician in one of the Spanish settlements, hospitably relieved Byron and his wretched associates, of which the Commodore speaks in the warmest terms of gratitude.

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Knew the pale form, and, shrieking in amaze,
Claspt her cold hands, and fix'd her maddening gaze;
Poor widow'd wretch; 'twas there she wept in vain,
Till memory fled her agonizing brain;
But mercy gave, to charm the sense of woe,
Ideal peace, that truth could ne'er bestow:
Warm on her heart the joys of Fancy beam,
And aimless Hope delights her darkest dream.

Oft when yon moon has climb'd the midnight sky,
And the lone sea-bird wakes its wildest cry,
Pil'd on the steep her blazing faggots burn,
To hail the bark that never can return:
And still she waits, but scarce forbears to weep,
That constant love can linger on the deep.

THE SAILOR,

THE SCENE—SCOTLAND.

From Poems and Critical Essays, just published. *By Mr.* G. DYER.

MY Dame, behold a sailor brave;
And he must quickly plough the sea,
Must leave, for ocean's boist'rous wave,
The rippling brook, and whispering tree,
The blackbird calls; the skylarks ring
Shrill carols thro' the welkin clear;
Nature's full chorus seems to sing,
Still, happy sailor, linger here.
But, Dame, you view a sailor brave,
And he must plough the boist'rous wave:

Yon dainty palace * charms my eye,
And Avon's waters sweetly glide,
Fair Bircleugh's flowery terrace nigh,
Hast'ning to meet the bonny Clyde.
Ah! pleasing scene!—In rapt'rous mood,
How near thy braes I still could stray!
How range yon deep romantic wood,
And talk of love the livelong day!
But Dame, &c.

* The Duke of Hamilton's, at Hamilton.

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As dew-drop Peggy's eye is bright,
Your Peggy's cheek as lily fair;
Her feet, as hare's move, soft and light,
Her voice like blackbirds, loud and clear.
And she can soften every heart,
When fond she sings her "Highland Laddie,"
So quickly, Dame, must I depart,
And keep my heart still tight and steady.
But Dame, &c.

But when on Ocean's restless bed,
The ship rolls rocking to the wind;
When shores and cliffs and hills are fled,
Thy kindness will I call to mind.
When dowie droops my head with grief,
And from my eyelid steals the tear,
In grateful thoughts I'll find relief,
And Peggy's song my heart shall cheer.
But, Dame, you view a sailor brave,
And now he hastes to plough the wave.

DESCRIPTION

OF A FLEET SETTING SAIL.

SUPPOSE that you have seen
The well-appointed King at Hampton pier
Embark his royalty; and his brave fleet,
With silken streamers, the young Phœbus fanning,
Play with your fancies: and in them behold,
Upon the hempen tackle, ship-boys climbing;
Hear the shrill whistle, which doth order give
To sounds confus'd; behold the threading sail,
Borne with the invisible and creeping wind,
Draw the huge bottoms through the furrow'd sea,
Breasting the lofty surge!

SHAKESPEARE.

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GENERAL
METEOROLOGICAL OBSERVATIONS,
MADE IN ENGLAND BY COL. CAPPER.

THOSE who are furnished with proper instruments, and who carefully observe the information they afford, will not often be mistaken in their judgment of the changes of the weather. The barometer, the thermometer, the hygrometer, and the electrometer, will generally give us timely notice of any material changes in the state of the atmosphere. But before we consider the best, or at least the usual modes of employing these instruments, we will beg leave to mention some common remarks of the peasantry, whose professions requiring them to live much in the open air, their opinions merit very great attention, being the result of local observation, continued from father to son, and verified from the experience of many ages. Amongst the first of these, is one, now established into a proverb, that a rainbow in the morning is the shepherd's warning, but the rainbow at night is the shepherd's delight.

In a country with the sea or ocean to the westward, and the wind from the same quarter, this opinion is likely to be true; for at least nine-tenths of the rain in a country so situated would come from that side. If, therefore, the clouds to the westward in a morning are saturated with moisture, which they must be to produce a rainbow, as these clouds proceed from the W. towards the E. they probably will produce rain; whereas, on the contrary, when the sun sets perfectly clear, and the clouds to the eastward are moist, it is a proof that the wet clouds are past, with a westerly wind, and the shepherd therefore, may reasonably expect fine weather on the following day.

When it rains with an east wind, it probably will rain for twenty-four hours. This is another observation, which seems to me applicable to countries situated as above mentioned, with land to the eastward; for in general the weather is dry in these countries with an east wind, but when the cohesion of the air and water is broken, the rain will not be violent, but of long duration.

The weather generally clears at noon, but when it rains at midday, it seldom clears up again till sun-set. The air, when dry and warm, continues to absorb and retain the moisture continually evaporated from the earth; as therefore the sun advances towards the meridian, and for an hour or two afterwards, he dries and warms the air, and consequently the rain is likely to cease at that time. But

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if there should be so much water in solution in the atmosphere, that the heat of the sun is not sufficient to produce these effects, in that case the rain will probably continue some hours longer.

Violent winds generally abate towards sun-set.

If we admit that wind is only a current of air put in motion by the rarefaction of the atmosphere in some particular place, and that this current of air is moving towards the point of rarefaction to restore the equilibrium, we must suppose, that as the sun declines the rarefaction will diminish, and consequently the velocity of the wind decrease. But this observation, in my opinion, rather applies to the temperate than to the torrid zone; for in whirlwinds and hurricanes, the contrary may very often occur.

When the wind follows the course of the sun, it is generally attended with fair weather. This frequent and regular change of wind, which is never more than a moderate breeze, proves that there is no point of considerable rarefaction near, and, therefore, the current of air follows immediately the sun's course. It always happens in summer, but very seldom when the sun's meridian altitude is less than 40 degrees.

The changes which take place in the atmosphere are principally marked by the rising and falling of the barometer, which apparently is caused by heat and cold, the hands by which Nature performs her meteorological operations: by the former the atmosphere is rarefied, and consequently becomes light; by the latter it is condensed, and consequently becomes heavy. Hence probably the old remark, that a storm generally follows a calm; for during a calm the air is rarefied and expanded, and the cold air will rush forward in a strong current to restore the equilibrium, and necessarily produce what is generally called a gale of wind, the violence of which also will of course be in proportion to the degree of the preceding rarefaction.

For these reasons, the barometer falls suddenly whilst the air is expanded before a gale of wind, and rises again gradually as the condensed air returns, and the gale in like manner by degrees subsides.

It must, however, be observed, that an extraordinary fall of the mercury will sometimes take place in summer, previous to heavy showers of rain, particularly if attended with thunder and lightning; but in spring, autumn, and winter, the sudden extraordinary descent of the barometer indicates principally violent wind.

Upon these principles likewise we may account for the rise and fall of the barometer in the different zones. In the torrid zone, particularly at St. Helena, and the islands of the Pacific Ocean, it seldom varies more than three-tenths; at Madras, about five-tenths, in the

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south of Europe not more than one inch and two-tenths; in England it varies two inches and a half, and in Petersburgh three inches four-tenths. In the two first, temperature of the atmosphere is not subject to much variation, and never to any great degree of condensation. In the third, reckoning from the tropics to the latitude of 40, the atmosphere may sometimes be suddenly condensed by currents of cold air from the N. and still more so in England. But the greatest variation must necessarily take place on the continent to the northward, where, during the summer, the weather is as hot as within the tropics; and, in winter, the thermometer, for many weeks, continues sometimes several degrees below the freezing point.

The thermometer also which measures the degree of heat in the air near the earth, will contribute towards denoting when changes are likely to take place in the lower regions of the atmosphere; the hygrometer distinguishes the quantity of moisture in the atmosphere, and the electrometer will point out the quantity of electricity which prevails in it.

The words generally engraven on the plates of the barometer rather serve to mislead than to inform, for the changes of the weather depend rather on the rising and falling of the mercury, than on its standing at any particular height. When the mercury is as high as fair, or at 30 degrees, and the surface of it is concave, beginning to descend, it very often rains; and on the contrary, when even the mercury is at 29 degrees, opposite to rain, when the surface of it is convex beginning to rise, fair weather may be expected. These circumstances not being known, or not duly attended to, is the principal cause that farmers and others have not a proper confidence in this instrument.

In must also be observed, that *cæteris paribus*, the mercury is higher in cold than in warm weather, and commonly early in the morning or late in the evening than at noon, which seems occasioned by the obvious causes of the atmosphere being condensed by the cold of the night, and rarefied by the heat of the day.

The following observations of Mr. Patrick seem confirmed by experience:—

1. The rising of the mercury presages, in general, fair weather, and its falling, foul weather, as rain, snow, high winds, and storms.

2. In very hot weather the fall of the mercury indicates thunder.

3. In winter the rising presages frost; and in frosty weather, if the mercury falls three or four divisions, there will certainly follow a thaw; but in a continued frost, if the mercury rises, it will certainly snow.

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NAVAL ASYLUM.

ON Wednesday, the 2d of June, the Anniversary of this admirable Institution was held at the London Tavern.

Lord Belgrave, the Chairman, in a very impressive speech, addressed the Governors and Company, consisting of about 200 persons, amongst whom were Admiral Sir Hyde Parker, Lord Nelson, Sir Sidney Smith, Sir William Hamilton, Aldermen Curtis, Flower, &c. &c. He regretted the absence of the noble and liberal Patron of the Institution, Earl St. Vincent, whose ill health, as would appear by a letter received from him, prevented his attendance that day, but of his warm good wishes and support of the Institution, his Lordship had the fullest assurance. He stated, with the highest satisfaction, that those difficulties which the Institution laboured under, soon after its formation, were now done away.—Order and regularity were again restored, and the Governors would see from the printed papers laid before them, the true state of the Institution, and the proper appropriation of its funds. This Society at present provided for fifty orphans, boys and girls, children of those brave men who had fallen in their Country's service. The applications for admittance were numerous. He was led to hope, that the funds of this Institution would increase so as to enable it to extend itself considerably, and to become a Chartered Society; that it would not only receive individual, but also national support. He congratulated the Meeting on the favourable prospects of the Society, and now that the war was terminated, of the additional support it would receive by the presence of such high famed Naval Heroes as those who were placed on each side of him.

The following toasts were drank with great enthusiasm:—

The King, Queen, and Family.
Prince and Princess of Wales.
Duke of York, and the Army.
Earl St. Vincent, and the Wooden Walls of Old England.
The Naval Asylum.
The memory of Earl Howe, and those who fought on the 1st of June.
The Heroes of the 14th of February.
Lord Duncan, and the victory of Camperdown.
Lord Nelson, and the Heroes of the Nile.
Sir Hyde Parker, and the victory of Copenhagen.
Sir Sidney Smith.
Lord Belgrave.
Sir John Colpoys, &c.

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The pimpernel, commonly called peep-a-day, or shepherd's weather-glass, closes its leaves before rain; and the down of the dandelion is much affected by moisture.

All wood, even the hardest and most solid, swells in moist weather. The vapours insinuate themselves into the pores of trees, and also into the wood work of houses.

Insects and reptiles of all kinds seek or avoid rain according to their respective habits, by these means giving notice of every change of weather.

It is a well known fact, that before rain, particularly in summer, a strong smell is perceived from drains and common sewers, as well as from every other body emitting a great quantity of effluvia. During fair weather, even in the summer, the atmosphere readily absorbs all the vapours and exhalations from the earth until it is completely saturated, and consequently the effluvia from the bodies which emit them, will then be confined and ascend in a narrow compass, like the smoke of a chimney in dry weather, almost perpendicularly; but when the air is saturated with moisture, and becomes rarefied and expanded, as it always does before rain, the volume of air containing the effluvia will be extended horizontally, and diverge from these different bodies as from a centre, and will be sensibly perceived on all sides, but will of course be most perceptible on that to which the current of air or wind moves.

In winter, when the thermometer is between 34 and 40 degrees, the air being in a state of condensation, and the running water being warmer than the land, a mist or fog may be seen rising above the river, particularly when the air is cold and clear; but this vapour is no longer visible when the river is frozen, for though the ice be subject to evaporation, it does not yield so much vapour as water, and the water, in parting with its calorie in the moment of freezing, warms the surrounding air.

To the philosopher all objects in Nature, both animate and inanimate, may afford both amusement and instruction, particularly in Meteorology, but to observe them with due attention, we must quit the busy scenes of life; "and thus our lives exempt from public haunts, find tongues in trees, books in the running brooks, sermons in stones, and good in every thing."

Officer has left young orphans who want support. Sir Sidney concluded a most affecting address thus: "That their orphans, and the offspring of the many others who have so nobly fought and died in their King and Country's service, may meet support equal to their claims, is the warmest wish of my heart."

The collections of the day were 1317l. 10s. and subscriptions previous to it amounted to 220l. making a total of 1537l. 10s.

The children sung *Rule Britannia*, and *God save the King*, with high glee, and one of the boys repeated, with good effect, the following lines:—

War's dangers past, lo! Peace restores again
Their welcome Sires to many a youthful train:
With throbbing rapture swells each little breast,
When to a Parent's bosom fondly prest.
Tho' bliss like *theirs*, *our* adverse fates deny,
This day, no tear we drop, we heave no sigh;
Your gladd'ning presence banishes all care,
And our hearts feel, *we too* have *Fathers* here.
With joy, with gratitude, with pride we view
Those snatch'd by war again restor'd in you.
Ah! not in vain, *their* gallant blood they shed,
Since British bounty shrinks not from the dead,
But nobly shields, against the ills of life,
The brave man's Orphans in his Country's strife.

MONTHLY REGISTER
OF
Naval Events.

Copy of a Letter from the General in Chief of the French Army of St. Domingo, to the Minister of Marine and Colonies, dated Head Quarters at the Cape, May 8th.

Citizen Minister,

I LOSE not a moment to send you, Citizen Bruyeres, my Aid-de-Camp, to inform you of the happy events which have re-established tranquillity in this immense and fine colony. You must have received the dispatches by which I gave you an account of the military events which took place up to the 20th of April. Defeated every where, dispersed, terror was in the camps of the rebels. Without magazines, almost without powder, they were reduced to live upon bananas. The arrival of the squadrons from Flushing and Havre contributed to make this last blow complete. Christophe took means to inform me, that he had been always the friend of the whites, whose social qualities and understanding he esteemed more than any men of colour—that all

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the Europeans who had been at St. Domingo, could bear testimony in favour of his principles and conduct—that imperious circumstances, which govern and frequently decide the conduct of public men, had not suffered him to regulate his conduct according to his will. In fine, that he wished to know whether there were still any means of safety for him. I caused it to be communicated to him in answer that there still remained with the French people a door open to repentance; that it was the constant practice of the First Consul to weigh the actions of men; and that a single bad action, whatever might be its consequences, never effaced with him the remembrance of past services; that it was true, the accounts which I had received before I set out were favourable to him personally: in fine, that if he would place himself at my discretion, he should have reason to be satisfied. He still hesitated; several columns went in pursuit of him; some slight skirmishes took place. Christophe, at length caused me to be informed that I had only to send him my orders. I sent him my instructions to repair alone to the town of the Cape; to send back all the cultivators whom he had still with him; to assemble all the troops who were under his command. All this he punctually executed. More than 2,000 inhabitants of the Cape who were in the remote mountains have returned. The magazines and pieces of artillery which he had, are in our hands, and about 1,200 troops of the line which remained with him, have joined ours. A portion of them has been disarmed and sent back to cultivation. I keep the remainder of them in order to incorporate them with the colonial troops. The submission of Christophe completely frightened Toussaint. He used every means to make known to me the melancholy situation in which he found himself, and with what pain he saw a war continued without object or aim. He added finally, that most unfortunate circumstances had already occasioned much calamity; but that whatever might be the strength of the French army, he should be still sufficiently strong and sufficiently powerful to burn, ravage, and sell dearly a life that had been sometimes useful to the mother country. All these communications, frequently reiterated, afforded cause for deep reflections. The three fourths of the colony had still escaped the calamities of fire; and Toussaint, and the blacks, although they had committed many crimes, and made war with extreme barbarity, had never seen France, and had constantly received for twelve years past false ideas of our strength and character. I caused Toussaint to be informed that he must repair to the Cape, and that the hour of pardon might still come. Toussaint did not fail to avail himself of the permission which I had given. He came to me, requested to be taken again into favour, and swore to be faithful to France. I have accepted his submission. I have ordered him to retire to a plantation near Gonaives, and never to leave it without my orders. I have placed Dessalines in a plantation near St. Marc. All the cultivators who had been carried away by them have returned. I shall incorporate with the colonial troops such of the disciplined blacks as I shall think I ought to suffer to carry arms. The magazines, and the pieces of artillery which they had dragged over the steep rocks, and hid in the thickets, are daily restored to us; they amounted to above 100. A new æra commences. You will see by all the resolutions and measures which I have taken, that we are busily employed with the administration of the colony. The bad season commences, but the repose which our troops take, will enable us to pass it with the least possible loss. We are abundantly supplied with provisions. Thanks to your care. Health and respect.

(Signed) "LECLERC."

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FROM THE SAME TO THE SAME.

From the Cape, May 8.

WE are employed in rebuilding the Cape with an activity which it is difficult to conceive. This town is rising from its ashes. I do not dissemble the mischief that has been done in several cantons in the colony; but I am now convinced, from the several accounts which I have received, that more than three fourths of the colony, the quarters of Artibonite, all the part of the South, of the Mole, of Fort Liberte, are entirely saved. The American vessels arrive in great numbers in our ports, laden with corn, planks, and materials necessary for building. Citizen Pichon has informed me, that the Americans had shewn very much dissatisfaction at the measure which I adopted on the moment of my arrival, but they are wrong, I think, in speaking of the past. Agents of the American government were with Toussaint, and did not always suggest to him good intentions.

"The muskets, cannon, powder, furnished with a new activity since the preliminaries were known, came from the United States. It was therefore natural that I should take measures to prevent this communication with the rebels. Our Commissaries in America do not feel much concern for the interests of the public treasury. An unfortunate little brig which you sent out to us has cost 28,000l. for repairs. Citizen Pichon must have been sensible that the brig was not worth half that sum. The national commerce begins also to send me some vessels. I have given orders that the colonial system should be put again in activity, as much as possible. All the vessels coming from France will not lay any sort of duties on importation. They pay 10 per cent. upon exportation; perhaps it would be proper to reduce it to five. For the rest, I await your directions upon this subject. The present regulation can do no injury to commerce, as you may, in the mean time, diminish the duties upon articles imported from the West, in the same proportion. The Colony, moreover, is in a situation to receive such commercial regulation, as you may think fit; and if our large commercial cities shall begin to supply us with the articles which we want, we shall be able in a little while to revive the edicts of 1784 relative to customs. For the rest, Citizen Minister, assure the First Consul that I have not for one moment lost sight of the direct instructions which he has given me, as well in a political point of view as in relation to commerce, and that I shall consider the day when the national commerce alone may be able to supply St. Domingo, as a happy day for me, and the French army, as a colonial war ought to have for its result the triumph of commerce.

I have sent General Dugua into the southern part; Rochambeau is on the side of St. Marc. Health and respect.

(Signed) LECLERC.

In consequence of the restoration of tranquillity in the island of St. Domingo, dispatches have been forwarded in the Hunter sloop of war to Admiral Duckworth at Jamaica, with orders to send home all the remaining ships of war upon that station, except the few which are to continue on the Peace establishment. The Dedaigneuse frigate, sailed a few days since, with similar dispatches on board for the Cape of Good Hope and the East Indies. One-half of the ships of war at the former place are to return to England, and the remainder are to proceed to India, with the troops who are about to evacuate that settlement, and for the purpose of relieving a like number, ordered home to be paid off.

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NAVAL OFFICERS' HALF-PAY.

The following is a correct Statement of the intended allowance of Half-pay to Naval Officers:

No.		Per Day.	No.		Per Day.
1	Admiral of the Fleet,	3 0 0		All the rest, -	- 0 3 6
	Admirals, -	- 2 0 0	20	Chaplains, 7 years service, -	- 0 3 6
	Vice-Admirals	- 1 10 0	20	ditto, 5 years do.	- 0 3 0
	Rear-Admirals,	- 1 2 6	20	ditto, 4 do. do.	- 0 2 6
50	Captains, -	- 0 12 0			*Per month.*
75	Ditto, -	- 0 10 0		Warrant officers, 1st rank,	4 10 0
	All the rest,	- 0 8 0		Ditto, - 2d do.	4 0 0
50	Commanders,	- 0 8 0		Ditto, - 3d do.	3 10 0
100	Ditto, -	- 0 7 0		Ditto, - 4th do.	3 0 0
	All the rest,	- 0 6 6		Ditto, - 5th do.	3 0 0
200	Lieutenants,	- 0 5 0		Ditto, - 6th do.	2 15 0
300	Ditto, -	- 0 4 6			
500	Lieutenants,	- 0 4 0			

NITROUS FUMIGATION.

IN the House of Commons, on the 24th of June, Mr. Wilberforce rose to call the attention of the House to a debt of public gratitude and public justice. He alluded to the subject of a petition presented to the House many weeks back, and referred to a Committee, which, after a minute and painful investigation, had come to the resolutions respecting its utility, which were detailed, together with the principal proofs on which they were founded in the report now on the table. It was the opinion of some persons, that inventions should be left to work their own way; but the fallacy of this doctrine was evident from the slow progress that was made in Naval Architecture (an art of so much importance to the country), in comparison with the degree of perfection to which it was carried in a neighbouring country, where it received greater public encouragement. Mr. Wilberforce here cited some of the principal cases contained in the Report, to show the efficacy with which nitrous fumigation had been applied in the hospitals, in the army, the navy, and in the transport service, in purifying and disinfecting the air. Having established the utility of the discovery, he next adverted to the care which the Committee had bestowed in ascertaining that it was the invention of Dr. Smith, they had found that marine acid, muriatic acid, and sulphuric, or vitriolic acid, had been used and abandoned, because they could not be used without removing the patient, inasmuch as they rendered the air unfit for respiration. Nitric fumigation had never before been used; it was the original invention of Dr. Smith, and it had the fullest effect without the smallest inconvenience. He felt much difficulty in fixing the recompence which he should propose, being divided between a regard to public economy and the magnitude of the service done to this country, and to the world. The sum which he was about to mention was, he was sure, much too small: but he knew that Dr. Smith would value the approbation of the House which the grant would convey, more than the pecuniary advantage. He concluded with moving, that an humble address be presented to his Majesty, praying his Majesty, in consideration of the importance of Dr. Smith's discovery, to order a sum not exceeding 5000l. to be paid to him, which the House would make good.

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Mr. Erskine seconded the motion; though he had long known the worthy and learned Gentleman to whom the grant was to be made, and known him to be the worthiest of men, yet his friendship for him, instead of impelling him to speak in support of this measure, would rather induce him to be silent, if there was not, in the report before the House, the fullest, most complete, and satisfactory, body of evidence that he had ever seen, to prove the vast utility of the invention, and that it was the original and individual property of Dr. Smith.

Mr. David Scott had, as Chairman of the Court of Directors of the East India Company, superintended a course of experiments on nitric fumigation, from the result of which the Court was so fully convinced of its efficacy, that it had ordered it to be adopted in every ship in the Company's service. On the arrival in India of the fleet in which it was first introduced, such beneficial effects were found to have arisen from it, that it was immediately ordered to be used in the fleet which had been to the Red Sea, and which was supposed to have been infected with the plague, and the Marquis of Wellesley had even ordered it to be introduced into that country, with a view of entirely eradicating this scourge of human nature. Mr. Scott mentioned one ship which had carried out 600 troops, and had only three sick on the voyage.

Lord Glenbervie said, that from their conviction of the efficacy of nitrous fumigation, the Lords of the Admiralty had ordered it to be used in every ship in the Navy, and that any Surgeon who did not use it was guilty of a breach of duty.

Mr. Courteney bore testimony to the care with which the Chairman of the Committee had examined into Dr. Smith's claim to originality in the invention.

General Loftus and Sir Andrew Hamond spoke in the highest terms of the effects of Dr. Smith's invention, within their observation.

The Chancellor of the Exchequer, in signifying the assent of the Crown to this grant, declared himself extremely jealous of those applications to Parliament, which had of late become so frequent; and nothing but the body of evidence, by which the transcendent merits of this discovery were, beyond a question, established, would induce him to over-rule his general unwillingness to countenance them. Exclusive of Dr. Smith's claim to the original discovery of an invention which had contributed, and was likely to contribute, so much to the preservation and comfort of those soldiers and seamen who had acquitted themselves so meritoriously in the service of their country, it was to be considered that the advantage of his discovery was not confined to particular classes, or attainable only at a great expence, by the wealthy part of the community, and that the House, in acceding to the grant proposed, was, he would not say purchasing, for the discovery had been made public before any such price could be thought on; and he was sure Dr. Smith was not influenced by any pecuniary consideration; but he would say, recompensing, sanctioning, and establishing by its vote a public benefit of that rare nature, that it was within the reach of the poorest subject in the land. On these grounds he concurred in the motion.

Colonel Wood stated, that Dr. Smith had been at a considerable expence in establishing his discovery; and as he was convinced the House would wish him to have the sum it bestowed free from all deduction, he was sure the Chancellor of the Exchequer would have no objection that his expences should be paid.

The Chancellor of the Exchequer said, that in this case he was sure the House would wish the sum it thought proper to bestow to be enjoyed without any diminution.—The question was then put, and carried *nem. con.*

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THE LONDON DOCKS.

The 26th of June, being the day appointed for laying the foundation stones of this great national work, a vast concourse of persons assembled from all quarters to witness a ceremony which commences an undertaking of so much public utility.

About two o'clock, the Chancellor of the Exchequer, Lords Hawkesbury and Hobart, Mr N. Vansittart, Sir A. Hamond, and various other Gentlemen, arrived at Wapping. They were conducted round the works next the river, shewn the steam-engines, plans, &c. after which they were conducted to the foundation of the entrance basin, where two stones were prepared to be laid, each about two tons and a half. The first stone was laid by the Chancellor of the Exchequer, Lord Hawkesbury, Sir Richard Neave (Chairman,) and Edward Forster (Deputy Chairman:) when this stone was laid, two glass bottles, containing the gold, silver, and copper coins of the present reign, with a medal of the King's Recovery, and the Peace, were deposited in a hole made in the stone, and over them a tin plate, containing the following inscription, was laid:—

THIS STONE
was laid on Saturday, the 26th of June,
Ann. Dom. 1802,
In the Foundation of the Entrance Basin
of the
LONDON DOCKS,
undertaken by private Subscription
for
The greater Accommodation and Security
of
SHIPPING, COMMERCE, & REVENUE,
within the
PORT OF LONDON,
and pursuant to an act passed on the
20th day of June, Ann. Dom. 1800,
In the 40th year of the Reign of Geo. III.'

The Chancellor of the Exchequer threw a purse of gold on the stone for the workmen; afterwards the second stone was laid. Three times three cheers were given, both to the first and second stone.

When this operation was performed, the foundation stones in the tobacco warehouse were laid, having also coins and a similar inscription—a purse of gold being laid on them. The company then proceeded in waggons covered with green baize along the iron railways round the dock premises, and laid also the foundation stone of a warehouse for general purposes. The company next went up Virginia-street, to Ratcliff Highway, where their carriages were waiting to take them to the London Tavern, where about a hundred partook of an excellent dinner, after which appropriate toasts were drank. Sir Richard Neave in the chair, Messrs. Addington, Vansittart, &c. Lords Hobart, Walsingham, Harvey, Hawkesbury, &c. being present.

Dignum, Sale, &c. sung *Rule Britannia,* with additions suited to the occasion, in great style, and many other Naval songs were given.

Speeches were made by Messrs. Addington, Manning, Sir Richard Neave, Sir J. Anderson, and Alderman Combe, when their healths were drank.

A Light-house is about to be erected on the French Coast, to direct the navigation of the entrance of the Seine.

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COURT OF KING'S BENCH, JUNE 19.

THE KING v. HEWETT.

The defendant came into Court for the purpose of receiving judgment,

Mr. Justice Grose addressed him, stating, that he now stood to receive the judgment of the Court, convicted on an information filed against him by the late Attorney General, for a very great misdemeanor, as it regarded the public and the revenue of the country; by which it appeared that he had the command of a gun-brig, belonging to his Majesty, called the Hardy; that he acted as Purser of such ship, and as such was in a place of trust and confidence with regard to the accounts of such vessel; that in that character he drew a Bill of Exchange on his Majesty's Commissioners for victualling the Navy, for a sum of money which was not due, and caused a person of the name of William Miller to commit a misdemeanor, by indorsing a receipt as voucher for that bill, purporting to be a bill for meat provided for that brig, when in truth the brig had not been provided with such quantity of meat, as stated by the defendant, nor at the price charged by him.—In this charge against the defendant, there was both fraud and forgery. It was a fraud as against the public, whose servant the defendant was, who had a right not only to integrity in the defendant in his own employment, but also to protection from him against the frauds of others, when they were furnishing the brig with provisions. It was a forgery, as the voucher was false on which the money was advanced. This offence was of great magnitude, and it was important to the public to suppress it. It was to be lamented that this sort of breach of public trust had been committed often, and had been prevalent to a large degree. Many in higher employments than the defendant had thought it no crime to defraud the revenue, and seemed to think there could be no fault where no individual complained. The truth was, that almost every individual might complain, since he who committed a fraud upon the public committed an offence against every one of the public who contributed to the public expenditure, among whom there were thousands poorer than the present defendant. Some men thought themselves honest so long as they could escape detection; but the defendant should be assured, that he alone was honest who persevered in being so, even where he knew detection was impossible. The want of this principle was much to be lamented, and if men of higher station than the defendant were found to be actuated by the same motives, the Court must endeavour to stem the torrent of corruption, and by the exemplary punishment of some, try to deter others from committing the like offences.—The Court having taken all the circumstances of this case into consideration, did order and adjudge, that he be imprisoned in Newgate for two years, and that during that period he do stand in the pillory for one hour, between the hours of [illegible] at noon and two in the afternoon, in the public street near Charing Cross, opposite to the gates of the Admiralty.

The house of Daniel Scott and Co. has presented to Capt. [illegible] field, of the Navy, a piece of plate, valued at 150 guineas, for his meritorious and unremitting exertions in assisting the Triton Indiaman, of which they are owners, in her perilous situation, eight months since, to the westward of Ireland, and safely [illegible] into port.

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Sir Sidney Smith has presented to Lieutenant William Knight, late of his Majesty's ship Le Tigre, of 84 guns, a very elegant sword, for his meritorious conduct at the siege of St. Jean D'Acre, in Syria, and on many other trying occasions during the late war. The blade is Persian, of tried temper; and on the back is the following inscription—"*Sir* SIDNEY SMITH *to a* KNIGHT *Companion at the Siege of St. Jean D'Acre.*"

Naval Courts Martial.

JUNE 5.

A Court Martial was held at the Royal College of Chelsea, on Lieutenant-General HARRY INNES, of his Majesty's Chatham Division of Marines.

MEMBERS OF THE COURT.

Lieut. Gen. JAMES BALFOUR	Major-Gen. ASGILL
——— D'OYLEY	——— CARTWRIGHT
——— DRUMMOND	——— ERSKINE
——— EGERTON	——— LORD SOMERSET
Major-Gen. BOWATER	——— GASCOIGNE
——— AWARNE	——— EARL BANBURY.

There were two distinct charges exhibited. The first went to accuse the General of false musters; the next was for discharging Serjeant WILLIAM PENN, of the Chatham Division of Marines, from his Majesty's service, without the previous permission of the Lords Commissioners of the Admiralty; at whose instance this prosecution was instituted, under the imposing influence of what they conceived to be a public duty.

In support of the first charge, the proper officer who held the check-book, the Adjutant of the division, and others, were called, who proved, that an error, either wilful or otherwise, appeared upon the face of the muster books, and that thereby some very small sums of money had been charged to the account of the public, which ought not to have been so charged. But on the cross examination of these several persons, it did not appear that the defendant could derive any advantages therefrom, and that the accounts were merely presented to him *pro forma*, as Commanding Officer, to sign them in the common course and hurry of business; and that it was usual and customary for officers of his rank and station to depend for the accuracy of the musters wholly upon those individuals whose more immediate duty it was to ascertain that they were correct.

In support of the second charge, Serjeant PENN himself was called, who stated that he was discharged from the service, as mentioned in the second charge. On his cross-examination he said, it was by his own earnest wish he was so discharged, having served the King twenty-four years, wanting one month; and that he was desirous of returning to private life, pursuing the line of business he was originally intended for; and finally, that he gave neither fee nor reward, directly nor indirectly, to any person whatsoever, much less to General INNES, for his discharge.

The evidence on the part of the prosecution being finished, the General addressed the Court, requesting time to be prepared with his defence; adding, that as he had lived unsullied, so he would die, he trusted, preserving his honour without reproach, and his innocence manifest to the world.

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The Court was here ordered to be cleared, and after some time deliberating, the defendant was ordered in and informed, that the Court would hear him in his defence on Tuesday.

SECOND DAY—TUESDAY, JUNE 8.

A eleven o'clock this day the Court assembled, and the General, from a written paper, read his defence, the purport whereof was, That he had served his Majesty as a faithful officer forty-seven years; that if, during that long period, he had achieved nothing of magnitude or of splendour, yet he had executed every trust, and performed every duty committed to him, in all respects as became a British Officer. He lamented, after such a service, that, at his time of life, he should be brought to a Court Martial, and that too upon the accusation of so infamous and noted a character as the person who lodged the information against him, (he alluded to GEORGE JEWSON,) a man who had eloped from the service with 800l. of the Chatham Division of Marines in his possession, with an intent of going to America with it, when he was prevented by being apprehended at Liverpool, just at the moment he was about to embark, tried for the offence, and sentenced to receive 800 lashes, and to be drummed out of the service. He received 550 lashes of his punishment, and the Lords of the Admiralty having interposed as to the remainder, he, the General, expressed a consent that the rest, except the ignominious part, might be dispensed with, and he was accordingly drummed out of Chatham, and the three towns, with a halter about his neck. "This was the man," said the General, "who suggested the information against me." And as to the first part of the charge, he denied all intention of wronging the public, and declared, as was stated by one of the witnesses, that he could not derive, the smallest advantage by such conduct. He further observed, in his defence to the second Charge, that Serjeant W. PENN was a most deserving officer, had served nearly twenty-four years, was eminently serviceable in quelling the mutiny in the year 1797, and upon that occasion received a reward of 60l. from the Gentlemen at Lloyds, and the approbation of the Admiralty. He concluded an animated appeal to the Court with saying, that his honour, dearer than his life, lay in their hands, and he felt confident in their justice and judgment. He called Earl ST. VINCENT to state a conversation that happened at the Admiralty in October last, between the General and him, respecting the discharge of W. PENN, part of which his Lordship only could remember; but he recollected that he approved of every thing done in behalf of any person who had taken an active part to quell mutiny, and so far generally, he might have included, without being able to say he remembered the name of PENN being particularly mentioned.

Mr. NEPEAN was interrogated chiefly by the Court, and more especially by General GASCOYNE (who put leading questions), as to the prosecution itself, when he stated, that information having been sent to the Admiralty of false musters, signed by G. JEWSON, they were referred to the then Attorney and Solicitor General, and to the Counsel for the Admiralty, who gave it as their opinion, that a prosecution should be instituted against Colonel BERKELEY, and that the present trial proceeded from the minutes taken on Colonel BERKELEY's trial. Mr. NEPEAN stated other matter, which went fully to establish the General's good character and conduct, and the high opinion the Admiralty entertained of him. But that the prosecution was instituted from the paramount claim of public utility,

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and an equal and conscientious discharge of that duty which the public had called upon them to perform, and from no disrespect to the General himself.

Mr. C. BICKNELL, in a manner that did him equal credit, gave a similar testimony.

The evidence for the defence, as well as for the prosecution, being closed, the court was cleared, that the members might determine on their verdict.

The sentence of the Court was as follows:—"That the first charge, in detaining a man upon the books six weeks after he had deserted is *frivolous* and *vexatious*; and of the second charge, for discharging Serjeant PENN, without an order from the Board of Admiralty to that effect, the General is most honourably acquitted."

PORTSMOUTH, JUNE 18.

Mr. W. DIAMOND, Boatswain of the *Carysfort*, was tried by a Court Martial for absenting himself without leave; the charge being proved, he was dismissed the ship.

19. This day a Court Martial was held on board his Majesty's ship *Donnegal*, in the harbour, for the trial of Mr. J. H. TERRELL, late Master's Mate of his Majesty's ship *L'Albaneise*, Capt. NEWCOMBE, (which was carried by the crew into an enemy's port,) on a charge of being suspected to have been privy to the mutiny, and for not disclosing it to the Captain.

Capt. Sir RICHARD STRACHAN, President,
M. GREETHAM, Esq. Judge-Advocate.

It appeared from the evidence of Capt. NEWCOMBE, the only witness called, that Mr. TERRELL had been sent from the ship in a prize the day preceding the mutiny, and that there was no other reason for supposing he had been privy thereto, but that GODFREY, the head mutineer, who is since executed, had declared at Malaga, that Mr. TERRELL knew of it, and would have been concerned if he had been in the ship. The Court, after hearing the prisoner's defence, and the many certificates of good character given him by officers under whom he had served, both before and since his being confined as a prisoner, adjudged him to be honourably acquitted.

The case of this young man appears to be extremely hard; merely on the suspicion thrown on his character by GODFREY, he has been transferred from ship to ship for upwards of eighteen months as a prisoner, by which means he has entirely lost his promotion in the Navy. It is however highly creditable to his character, that during his confinement on board several ships in the Mediterranean, such was the opinion of the officers commanding those ships, that they suffered him not only to go at large on board, but to take a very active part in upwards of 30 actions with gun-boats, and in cutting out vessels from enemy's ports.

After the above trial, T. PARSONS, A. M'EVER, and J. MARRIOTT, late seamen belong to *L'Albaneise*, were tried for aiding and assisting in the above mutiny; when the Court were of opinion, that the charges had been in part proved against them, but in consideration of the age and length of confinement of PARSONS and his good character, and the other two prisoners, who voluntarily returned to Gibraltar from Malaga with the Captain, the Court adjudged them all to be mulcted of their pay, and imprisoned three months in the Marshalsea, M'EVER to receive 50 lashes, and MARRIOT 100.

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PLYMOUTH REPORT,

FROM MAY 25 TO JUNE 10.

May 26. Wind S. W. Fair. This day the guns of the lower tier in the citadel were dismounted and put into the store-house there.

27. Wind S. E. Rain. No arrivals or sailings.

28. Wind S. W. Fair. Came in from the coast of Ireland the Amelia, 44 guns, Capt. Lord Proby, where she had been with discharged seamen. Passed up, a large fleet to eastward, but they made so large an offing, we could not see what they were.

29. Wind S. E. Rain. Being the anniversary of the Restoration of King Charles the Second, was observed as usual. This day Rear Admiral Dacres ceased to be Paying Commissioner afloat.

30. Wind S. W. Fair. Letters received this day from the Renown, of 74 guns, landed from a frigate off Salcombe Bar, state that the fleet at Malta were all well, and that Admiral Lord Keith expected to be at home in June next. Earl St. Vincent, with the Admiralty, Navy, and Victualling Boards, are daily expected here, with General Bentham, Superintendant of Naval Affairs and Dock Yards, to take into consideration other plans of utility for the improvement of the Dock Yard here.

31. Wind S. E. Rain. Marched in several companies of Marines to be quartered here, there not being accommodation for them at the Barracks at Stonehouse. This day the seven forty-two pounders, on the battery En Barbet, of the King's bastion in the Citadel, were dismounted, and with their carriages put into store. This Battery completely flanked the entrance into Hamoaze.

June 1. Wind S. E. Fair. Being the day of General Thanksgiving on the happy return of Peace, it was observed here and at Dock with every mark of loyalty and respect. The orderly behaviour of the Seamen and Royal Marines paid off at this port, excites the admiration of every person, and adds new lustre to their character.

2. Wind S. E. Rain. Came in, after a fine passage from Malta, with part of the 12th and 26th regiments of Dragoons, who distinguished themselves so much in Egypt, the Rufford armed transport, Captain Crossley. The Prince Frederick Danish East Indiaman, which arrived the other day, with the loss of her masts, and leaky, is unloaded and her cargo warehoused: she is gone into dock to be repaired.

3. Wind S. W. Fair. Orders came down this day from the Lords Commissioners of the Admiralty not to permit strangers of any description to visit the Victualling Office or Dock Yard, nor any boat to land at the Victualling Office, even from men of war. This order is in consequence of the late dreadful fire at Woolwich Warren. Arrived the Immortalite, 40 guns, Capt. Hotham, from Cork and Dublin, where she had been with discharged seamen and Marines. She spoke a dismasted sloop off the Lizard; and left off the same point the Glenmore, 36 guns, Capt. ——, having under convoy L'Engageante, 38 guns, Lieut Donocliff, receiving ship during the war at Cork: she is hourly expected, and will be paid off, and most probably broken up.

4. Wind S. E. Cloudy. This being the Anniversary of the Birth Day of our beloved Sovereign was ushered in with the ringing of bells; the royal standard was displayed at Government House, on board the Admiral's ship in Hamoaze, and at all the Public Offices. At noon a royal salute was fired from the citadel, Mount Wise, St Nicholas's Island, the Line Batteries, and from all the Ships in commission.—Three good vollies were also fired by the Royal Invalids, and the 26th and 29th regiments of foot, before Government House, flanked by the Artillery, who answered each volley by a royal salute of field pieces. The most interesting spectacle which took place for the day, and which animated every person attached to their King and Country, and excited the liveliest sentiments of gratitude to a corps so often tried on sea and on shore, was the appearance of the Plymouth Division of Royal Marines in the Barrack Square, under arms, in their new Royal uniform, by the King's

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express command, the pattern of the First Regiment of Foot Guards. The square was early crowded with spectators, and the windows of the Officers' barracks filled with all the beauty and fashion of Stonehouse and the neighbourhood. That veteran soldier, Colonel Elliot, was Field Officer of the day. The battalion, as soon as the batteries had finished their salutes, fired three excellent vollies in the air. Between each volley their band played "God Save the King." The firing being over, the battalion presented arms, Officers saluting; when shouldered, the Commanding Officer, Colonel Elliot, took off his hat as a signal for three cheers, repeating in a loud voice, "Royal Marines, here's God Save the King! and long life to him" This sentiment caught like electricity, and three heartier cheers on the occasion by the battalions, the numerous spectators assembled in the square, and the populace outside the railing, were never heard; the Ladies in the windows answering by waving their handkerchiefs three times. It was altogether a most animating scene, as the Royal Corps of Marines, both in war and peace, have ever been considered by the nation at large as a family and constitutional corps. A grand dinner was given at the mess, after which the Officers adjourned to Fridham's Long Rooms, to a most splendid Ball, in honour of the day.

5. Wind S. W. Fair. Came in the Princessa Swedish East Indiaman, with the loss of her fore-mast, mizen-mast, and bowsprit, sprung on her outward bound passage from Stockholm, 100 leagues S. W. of Lizard Point. Came in the Blanche, 36 guns, Captain Dacres, from Leith, where she had been with discharged seamen.—Letters from the Cæsar, 84 guns, Rear Admiral Sir J. Saumarez, K. B. dated the 7th of May last, Mahon Roads, state his arrival there from Gibraltar, to superintend the evacuation of that island to the Spanish Government, with all its dependencies. These letters were brought to Falmouth in a transport, by the master of the late Diamond brig, of this port, wrecked on her passage to Leghorn, off Barcelona. Crew saved.

6. Wind S. W. Fair. Letters received from an Officer on board the Temeraire, 98 guns, Rear Admiral Campbell, dated the 15th of May last, Port Royal Bay, Jamaica, state the melancholy death of Mr. Atcheson, a midshipman of that ship. He was playing about the hawser, when the north wind set in at one P. M.; the ring of the bolt, to which the hawser was lashed, gave way; Mr. A. being between the junior Lieutenants' cabin, was struck so violently on the head as to occasion instant death. In the forenoon, his messmates, perceiving the danger, had warned him of it. He is much regretted as a promising young Officer by Rear Admiral Campbell, the Officers and ships' company. By the Admiral's order, his remains were landed at Port Royal, and interred in the church yard there with military honours. Lieutenants Welch and Gower, the Rev. Mr Jones, the Rev. Mr. Scott, Chaplains, sixteen Midshipmen, and two boats' crews, attended his funeral. Out of 26 sail of the line, and forty frigates and sloops, so healthy was the fleet, that there were only fifty men in Port Royal Harbour hospital, few for fevers, mostly fluxes. Fourteen sail of the Line were cruising of Cape Tiberon.

7. Wind S. W. Fair. Orders came down this day that as soon as *pratique* arrived for the Rufford transport from Malta, the parties of the 12th and 26th regiment of Dragoons are to be landed and quartered in the neighbourhood. The dispatches for the Cape of Good Hope and Ceylon came down to-day, and were put on board La Dedaigneuse, 38 guns, Capt. Shortland, who warped into the Sound. She was paid this afternoon, and will sail to-morrow if the wind is fair. She has had a blue Peter flying all day at the foremast.

8. Wind S. W. Rain. Sailed for Deptford to be coppered and to receive her guns, the Ranger cutter, 14 guns, Capt. Frazer (in the service of the Customs). As soon as she is fitted, she is to cruise on her lucky station, from the Start to the Dodman and Lizard Point. Sailed the Immortalite, 40 guns, Captain Hotham, for Spithead, and Rosario, 18 guns, on a cruise. Went up the harbour the Agressor gun brig, to be paid off.

9. Wind S. W. Fair. Letters from the Medusa, 50 guns, Captain Gore, dated off Alexandria, the 26th of April last, state that she was going to cruise

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off Rosetta, with a General Officer on the Indian Staff, who was to la there, and proceed over the Desert to the Isthmus of Suez, and proceed fr thence to Bombay in a country ship. The troops and ships at Alexand and Rosetta were all well and healthy. Sailed with dispatches for the Cape Good Hope, Ceylon, and Trincomale, the Dedaigneuse, 38 guns, Captu Shortland. She was clear of Penlee Point at sunset.

PORTSMOUTH REPORT,

FROM MAY 22, TO JUNE 27.

May 23. Arrived the Charger gun-vessel from the eastward.

24. Arrived the Doris frigate, Captain Cumberland, from Plymouth.

25. Sailed the Iris frigate, Captain Atkins, to the eastward; and the Pic schooner, on a cruise.

27. Arrived the Alcmene frigate, Captain Lambert, from Cowes.

28. Arrived the Raven sloop of war, Captain Saunders, from Leith.

29. Arrived the Isis, of 50 guns, Captain Hardy, from Gibraltar; and Basilisk gun-brig, from Ireland. Sailed the Charger gun-brig to the eastwa

30. Arrived the Florentine frigate, Captain I. Broughton, with dispatc from Malta; Unicorn, of 36 guns, Captain Stuart, from the Downs; and Sophie sloop of war, Captain Burdett, from Dublin. Sailed the Jeramus Swe frigate, for Stockholm.

June 1. Arrived the Melampus frigate, Rear-Admiral Montagu, Capt Gosselin, from Jamaica; and the Sylph sloop of war, Captain Goate, fr Leith.

3. Arrived the Strombolo bomb, Captain Thompson, from the Me terranean.

4. Arrived the Hazard sloop of war, Captain Butterfield, from Cork.

6. Arrived the Immortalité frigate, Captain Hotham, from Plymou Sailed the Melampus frigate, Captain Gosselin.

8. Arrived the Sting schooner, from a cruise. Sailed the Strombolo bo Captain Thompson.

9. Arrived the Dryad frigate, Admiral Lord Gardner, Captain Mansfi from Cork.

11. Arrived the Rattler Sloop of war, Captain Spread, with dispatc from Jamaica. Sailed the Florentine frigate, Captain I. Broughton, to eastward to be paid off; also the Bittern, Captain Corbert, and the Sylph, sl of war, Captain Goate, on a cruise. Sailed the Unicorn, Captain Stuart a cruise.

12. Arrived from the Cape of Good Hope, La Imperieuse, Captain R ley, she left the Cape on the 12th of April. Captain Alexander, late of Braave, came a passenger in the above ship.

13. Sailed the Cambrian, of 44 guns, Vice-Admiral Sir A. Mitchell, C Bradley, for Halifax; Imperieuse, 44 guns, Captain J. Rowley, to the eastw to be paid off; Resistance, 38 guns, Captain Wodehouse; Sirius, 36 g Captain King; Atalante, 14 guns, Captain Masefield, and the Sting schoo on cruises after smugglers.

14. Sailed the Lapwing, of 28 guns, Captain Rotheram; Rambler, o guns, Captain Rye; Redbridge schooner, Lieutenant Lempriere; and Agressor gun brig, on separate cruises.

15. Sailed the Penelope, of 36 guns, Captain Broughton, with Sir A ander Ball on board for Malta; Nemesis, of 28 guns, Captain Somerville, Milford; and the Falcon, Captain Ommanney, for Newfoundland.

16. Sailed the Eugenie, Captain Roby; and the Sea Flower, Lieute Murray on a cruise.

17. Sailed the Ambuscade, Hon. Captain Colville, on a cruise.

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18. Arrived the Leander, of 50 guns, Captain Oughton, from Deptford. She will sail in a few days for Halifax, to receive the flag of Vice-Admiral Sir Andrew Mitchell; also the Liberty brig, Lieutenant Cook, from a cruise. Sailed the Carysfort, Captain Mundy, on a cruise.

20. Arrived the Sophie sloop of war, Captain Rosenhagen, from Guernsey.

21. Sailed the Rattler sloop of war, Captain Spread, to the eastward to be paid off.

24. Arrived the Bellona, of 74 guns, Captain T. Bertie; Vengeance, of 74 guns, Captain Duff; Brunswick, of 74 guns, Captain Stephens; and the Orion, of 74 guns, Captain Cuthbert, from Jamaica; also the Phœnix frigate, Captain Halstead; and the Fury Bomb, from the Mediterranean. Sailed the Liberty brig, Lieutenant Cook; and the Advice cutter, on a cruise.

25. Arrived the Chichester, storeship, Captain Steven, from the Downs.

26. Sailed the Fury bomb, for Woolwich, to be paid off.

Promotions and Appointments.

We have the pleasure to state that the Lords of the Admiralty have reinstated Captain Sir Edward Hamilton in his former rank in the Navy.

Captains Cotgrave, Neuham, and Shortland, are promoted to the rank of Post Captains.

Rear-Admiral Dacres is appointed to the command at Plymouth.

Captain John Wood to the Concorde.

Hon. Captain Capel to the Revolutionaire.

Captain Burke to the Sea Gull.

Captain Starkey to the Jalouse.

Captain Pippon to the Kite.

Captain Marshall to the Lynx.

Captain Mounsey to the Rosario.

Captain Sheppard to the Phœbe.

Captain T Elphinstone to the Diamond.

Captain Wilkinson to the Hussar.

Captain Porrlock to the Glatton.

Captain Delafons to the Childers.

Captain Rosenhagen to the Sophie.

Captain Kerr to the Saffisante.

Captain Masefield to the Atalante.

Captain Larmour to the Clyde.

Captain Neave to the Hazard.

Captain O. Hardy to the Courageux, of 74 guns.

Captain Brace, of the Camilla, to the Isis, the flag-ship of Vice-Admiral Gambier.

Captain Wollaston to the Camilla.

Captain Coote to the Ranger.

Captain Heywood to the Harpy.

Captain Rainsford to the Morgiana.

Captain Essington, of the Goliah, to the Sans Pareil.

Captain Dacres, of the Desirée, to the Zealous.

Captain S. H. Linzee, of the Zealous, to the Desirée.

Captain Walker, of the Tartar, to the Vanguard.

Captain Inglis, of the Vanguard, to the Tartar.

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Lieutenant G. Chamberlayne, of the Theseus, *pro tempore*, to the Busy.

Lieutenant Laponitere to the Pickle.

Mr. Somerville made a Lieutenant into the Dragon.

Lieutenant Donovan, late of the Rowcliffe, is appointed agent of a division of transports about to sail for America.

Mr. Collyer, Purser of the Endymion, is appointed Purser of the Fame.

Mr. D. C. Young, Purser of the Trusty, is appointed to the Colossus, of 74 guns, building at Deptford.

Mr. I. Clyde, Purser of the Concorde, is appointed to the Sceptre, a new ship, of 74 guns.

Mr. Barnard, Purser of the Raven, to the Concorde.

Mr. Sullivan, late Purser of the Thisbe, to the Doris frigate.

Admiral Curtis has promoted and appointed the following Officers:—

The Hon. Captain Bouverie from the Penguin sloop of war, to Post rank, and to the Brave, *vice* Captain Alexander, returned to England in consequence of ill health.

Captain Mottley to the Diomede, *vice* the Hon. Captain Elphinstone, returning to England on account of ill health.

Lieutenants M'Farlane and Le Grove are made Commanders, the former is appointed to the Penguin, and the latter to the Rattlesnake.

Messrs. Brine, Mitchell, and Box, of the Lancaster, and Mr. Wise, of the Diomede, are made Lieutenants.

MARRIAGES.

A few days since, Captain Wooldridge, of the Navy, to Miss Gunney.

Captain Henry Lidgbird Ball, of the Navy, to Miss Charlotte Forster, of Powis-place.

Captain Corne, of the Navy, to Miss Scales.

Captain A. J. Griffiths, of the Navy, to Miss Parker, of Arundel.

Captain Neave, of the Navy, to Miss Sisron, only daughter of E. Sisron, Esq of Woolwich dock yard.

Lately, at Gibraltar, Captain Young, of La Pique, to Miss Fyers, daughter of Colonel Fyers, of the Royal Engineers.

At Kingston, Lieutenant A. Lowe, of the Navy, to Miss Rogers, daughter of R. Rogers, Esq of Beaulieu, near Southampton.

Lately, Lieut. Bettesworth, of the Royal Navy, to Miss Carter, of Portsea.

At St. Dunstan's in the East, David Jones to Ann Robinson. They had been old ship-mates on board La Seine frigate, on the West India station, during most part of the war; where the *lady* bore a most conspicuous part in the different actions which that frigate was successfully engaged in with the enemy. She was always an attendant in the Surgeon's department, and waited upon Jones in his wounded state. An attachment took place, which ended in their union. One of them is a native of Ireland, the other of Wales.

At Kingston, Lieutenant Alexander, of the Royal Marines, to Miss North, daughter of —— North, Esq of Portsea.

OBITUARY.

A few days since, Vice-Admiral Mason, he was made a Post Captain in 1778, a Rear-Admiral in 1795, and Vice-Admiral in 1799.

Lately, Edward Lower, Esq. a superannuated Commander.

Captain James Cotes, of the Navy.

Captain C. Wemys, of the Navy.

Lately, Mrs. Wittman, wife of Captain Wittman, of the Navy.

Mrs. Stupart, wife of Captain Stupart, of the Navy.

Miss Diana Warren, youngest daughter of Rear-Admiral Sir John Borlase Warren, Bart. K. B.

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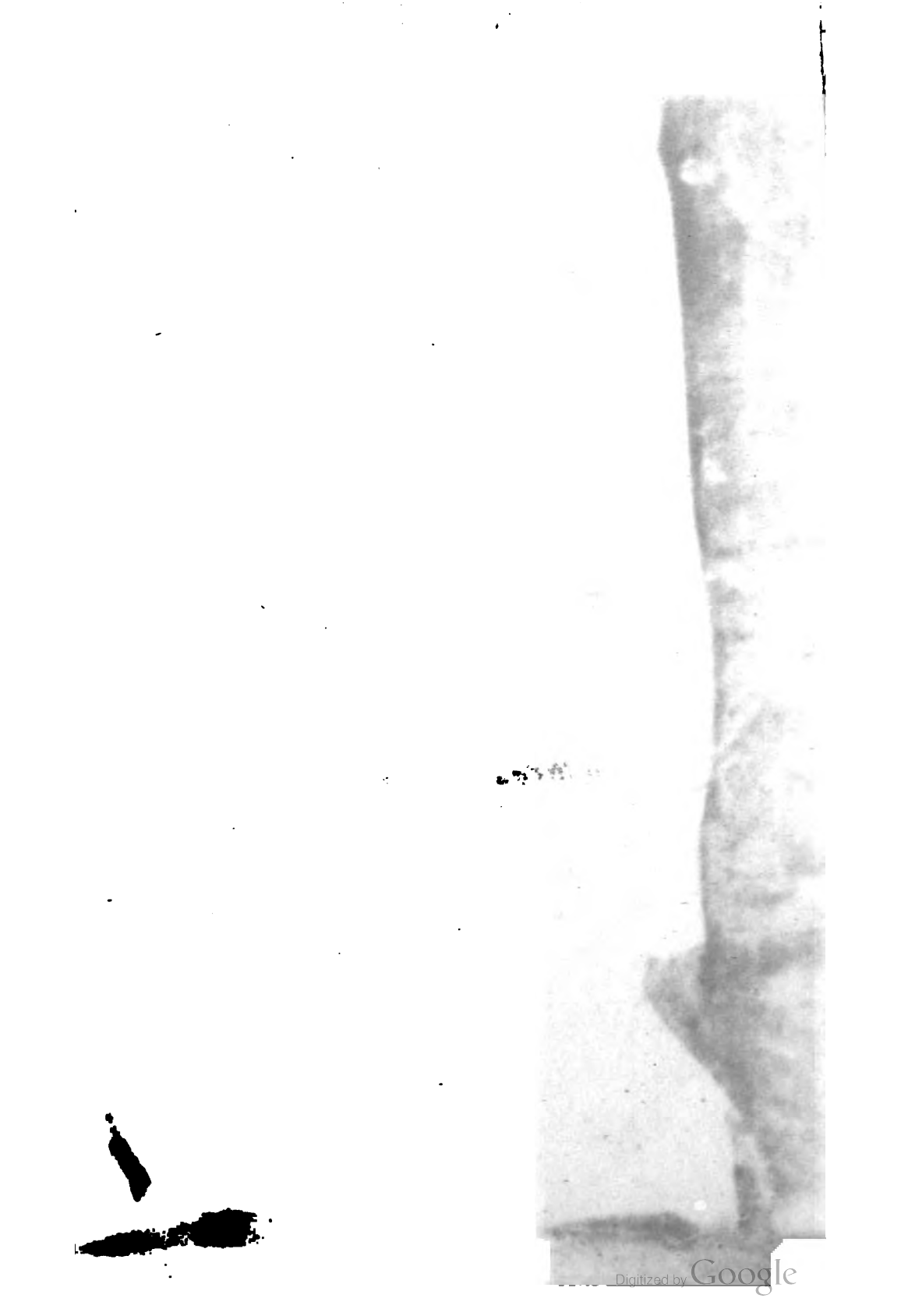
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